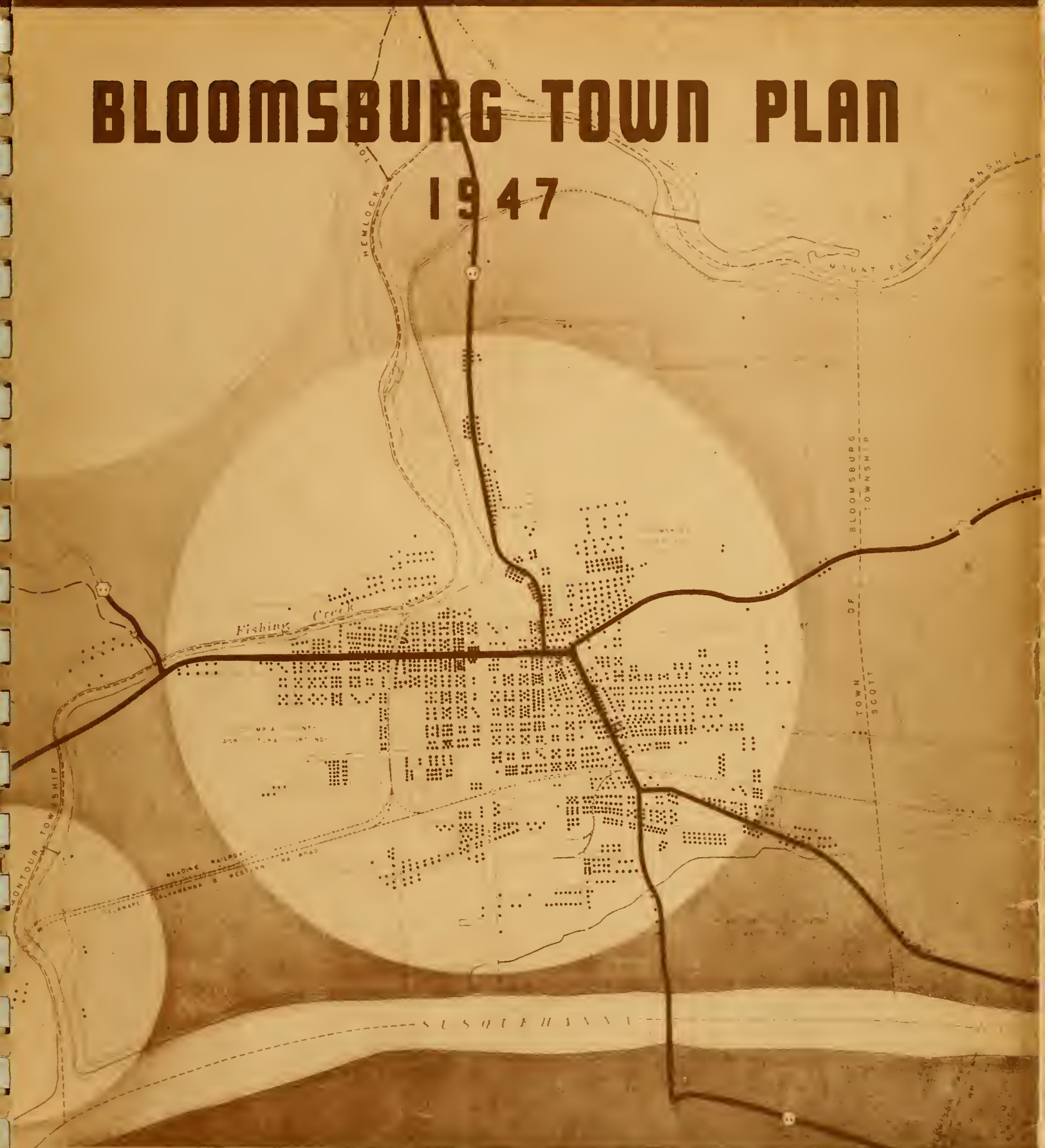


BLOOMSBURG TOWN PLAN

1947



MICHAEL BAKER, JR. & CLIFTON E. RODGERS
P L A N N I N G A S S O C I A T E S

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C. M. Watson Ltd -


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BLOOMSBURG TOWN PLAN
1947

A Comprehensive Plan Prepared By

MICHAEL BAKER, JR., AND CLIFTON E. RODGERS
PLANNING ASSOCIATES

Baker Building, Rochester, Pa.



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B L O O M S B U R G , P E N N S Y L V A N I A

T O W N O F F I C I A L S

§

T O W N C O U N C I L

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Ray H. Leiby
J. Harland Melick
Robert W. Patterson
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*Darcey A. Wenner

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W. Clair Hidlay



STATE OF NEW YORK

County of ...

City of ...

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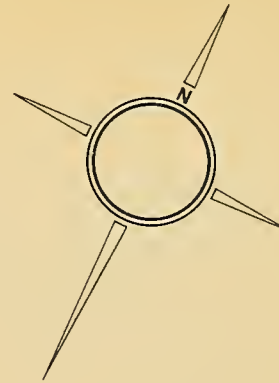
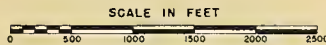
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STREET MAP OF BLOOMSBURG PENNSYLVANIA

1948

PREPARED BY
MICHAEL BAKER, JR. & CLIFTON E. RODGERS, PLANNING ASSOCIATES
ROCHESTER, PENNSYLVANIA



STREET INDEX

A
ANTHONY AVE. F, 5-10
ARBUSUT PARK ROAD G, 7-10

B
BERWICK ROAD G-H, 9-10
BIRCH ST. H, 10
BLACKBERRY AVE. E-F, 6
BLOOM ST. F, 6
BRIDGE ST. F, 4
BRUGLER AVE. F, 6-10

C
CATHERINE ST. F-1, 8
CENTER ST. E-1, 7
CHERRY ST. G, 8
CHESTNUT AVE. E, 8
CHESTNUT ST. E-F, 9
CHRISMAN AVE. E, 7
CLINTON AVE. F-G, 7
COLONIAL ST. M-1, 6
COLUMBIA AVE. G, 6-7
CREASY AVE. H, 5-6

D
DEWEY ST. G, 5

E
EAST ST. F-G, 7
EIGHTH ST. G, 4-10
8-1/2 ST. G, 5-6
ELEVENTH ST. H, 6-8
ELM ST. F-G, 8
EYER ST. E, 7

F
FAIR ST. E, 7-8
FAIRVIEW AVE. H, 10
FERRY ROAD M-1, 8
FETTERMAN AVE. E, 8
FIFTEENTH ST. H, 6-8
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FIRST ST. E, 5-9
FOURTH ST. F, 6-10
FRANKLIN AVE. D-E, 8
FRANKLIN ST. E, 8
FRONT AVE. G, 6

G
GIGER ST. G-5
GLEN AVE. E, 7-8
GRAPE AVE. H, 10
GREEN AVE. F, 8
GUNDON AVE. F, 6

H
HARRIET ST. H-1, 8
HARTMAN AVE. F, 7-8
HAZEL ST. G, 10
HIGHLAND TERRACE D, 7-8

I
IRON ST. E-1, 7

J
JAMES AVE. F, 5
JEFFERSON ST. E-M, 6

K
KNAPP AVE. E, 7

L
LAURA AVE. E, 7
LEONARD ST. E-G, 5
LIGHT STREET ROAD E, 8-10
LINCOLN AVE. D-E, 8
LOCKARD AVE. E, 8
LOCUST ST. F-G, 9

M
MADEE AVE. G, 5
MAPLE ST. G, 10
MARKET ST. E-1, 7
MARY AVE. F, 5
MIDDLE AVE. G, 6-7
MILLER AVE. E-G, 7
MILLVILLE ROAD A-E, 7
MURRAY AVE. E-G, 7

N
NINTH ST. E-G, 5-8
NORTH ST. E, 8

O
OAK ST. F-G, 9-10
OLD ORE ROAD G-10
OLIVE ST. G, 9
ORCHARD ST. F, 5
OXFORD AVE. Q, 7-8
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PARK ST. G, 9
PEACH AVE. G, 7-8
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PENN ARGYLE AVE. E, 8
PENN ST. E-F, 8
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POPLAR ST. G, 8
PURSELL AVE. G, 8

R
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RESERVOIR ST. D-E, 7
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RIVER ROAD F-1, 2-6
RIVER TERRACE E-F, 8
ROSE AVE. E-F, 8

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STERLING ST. F-G, 9
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WALNUT ST. G-H, 10
WASHINGTON ST. D-E, 8
WASHINGTON ST. F, 5
WEST ST. E-1, 6
WHITMAN AVE. E-G, 7
WILLIAM ST. E, 6-7
WILLOW ST. H, 10
WIRT AVE. D, 7-8
WOOD ST. F, 8

Z
ZEHNER ST. H, 5-6

NOTE- STREETS INDICATED BY
BROKEN LINES ARE NOT OPEN.



STREET MAP OF BLOOMSBURG PENNSYLVANIA

1948

PREPARED BY
MICHAEL BAKER, JR., & CLIFTON E. RODGERS, PLANNING ASSOCIATES
ROCHESTER, PENNSYLVANIA

SCALE IN FEET
0 500 1000 1500 2000 2500

STREET INDEX

A	ANTHONY AVE. F, 3-10 ARBUSUS PARK ROAD E, 1-10	P	PARK ST. D, 9 PEARCE AVE. D, 7-8 PEAR AVE. H, 10 PEARL ST. O, 8 PENNA. AVE. E, 6 PENN. ST. E, F, 6 PINE AVE. F, 4-10 PIRE ST. E, 7 POPLAR ST. C, 8 PUNSELL AVE. O, 8	W	WALLER AVE. E, 7-8 WALNUT ST. D, H, 10 WASHINGTON AVE. D, E, 6 WASHINGTON ST. F, 5 WEST ST. E, 1, 8 WHITMAN AVE. E, 0, 7 WILLIAM ST. E, 6-7 WILLOW ST. H, 10 WIRT AVE. D, 7-8 WOOD ST. F, 6
B	BERWICK ROAD. D, H, 9-10 BIRCH ST. H, 10 BLANCHARD AVE. E, F, 8 BLOOM ST. 7, 8 BRIDGE ST. F, 4 BRUGLER AVE. F, 6-10	R	RAILROAD ST. E, 1-6 RESERVOIR ST. O, E, 7 ROBE AVE. E, 5-7 REICHAUT AVE. D, 5-6 RIVER ROAD. F, 1, 2-6 RIVER TERRACE. E, F, 8 ROSE AVE. E, F, 8	Z	ZENNER ST. H, 5-6
C	CATHERINE ST. F, 1-8 CENTER ST. E, 1-7 CHERRY ST. C, 8 CHESTNUT AVE. E, 0, 8 CHESTNUT ST. E, F, 9 CHRISMAN AVE. E, 7 CLINTON AVE. F, 0, 7 COLONIAL ST. H, 1-6 COLUMBIA AVE. D, 8-7 CREASY AVE. H, 5-6	S	SCHLEY ST. O, 4 SCOTT AVE. E, F, 6 SECOND ST. F, 4-10 SEVENTH ST. D, 5-9 SHORT AVE. O, 6 SIXTH ST. O, 5-9 SPRING ST. E, 0, 9 STERLING ST. F, 0, 9 STERNER AVE. D, 6-8 STRAWBERRY AVE. F, 6-7-8 SUMMIT AVE. D, 0, 7	NOTE	STREETS INDICATED BY BROKEN LINES ARE NOT OPEN
D	DEWEY ST. 6, 5	T	TENTH ST. H, 6-8 THIRD ST. F, 5-10 THORNTON AVE. O, 6 TWELFTH ST. H, 0-6		
E	EAST ST. F, 0, 7 EIGHTH ST. O, 4-10 ELEVENTH ST. H, 6-8 ECW ST. F, 0, 8 EVEN ST. G, 1				
F	FAIR ST. E, 7-8 FAIRVIEW AVE. H, 10 FERRY ROAD. H, 1, 8 FETTERMAN AVE. E, 6 FIFTEENTH ST. 1, 6-8 FIFTH ST. F, 5-10 FIRST ST. E, 0, 9 FOURTH ST. F, 6-10 FRANKLIN AVE. D, E, 8 FRANKLIN ST. C, 8 FRONT AVE. D, 6				
G	GIGER ST. G, 5 GLEN AVE. E, 7-8 GRAPE AVE. H, 10 GREEN AVE. F, 8 GUNDON AVE. F, 6				
H	HARRIST ST. H, 1-6 HARTMAN AVE. F, 7-8 HAZEL ST. E, 10 HIGHLAND TERRACE. O, 7-8				
I	IRON ST. E, 1, 7				
J	JAMES AVE. F, 5 JEFFERSON ST. E, H, 6				
K	KHAPP AVE. E, 7				
L	LAURA AVE. E, 7 LEONARD ST. E, 0, 5 LIGHT STREET ROAD. E, 8-10 LINCOLN AVE. D, E, 8 LOCKARD AVE. E, 8 LODUST ST. F, 6-9				
M	MAGEE AVE. O, 5 MARPLE ST. O, 10 MARKET ST. C, 1, 7 MART AVE. F, 5 MIDDLE AVE. C, 6-7 WILEER AVE. E, 0, 7 WILLVILLE ROAD. A, E, 7 MURRAY AVE. E, 0, 7				
N	NINTH ST. E, 0, 5-8 NORTH ST. E, 8				
O	OAK ST. F, 6, 9-10 OLD ORE ROAD. D, 10 OLIVE ST. O, 9 ORCHARD ST. F, 5 DAFORD AVE. D, 7-8 OVER AVE. E, 0, 6				



FOREWORD

The purpose of this report is to determine the forces operating within the Town of Bloomsburg - public and private, internal and external, beneficial and harmful; to determine the problems created by these forces; to determine and recommend solutions to these problems, means of accelerating the desirable trends and deterring those undesirable. Since no individual, community, or region is static, the analyses submitted herein, based upon sound and scientific methods, are to be viewed not as an attempt to change Bloomsburg into something it is not, nor cares to be, but rather a means of retaining for Bloomsburg all its beneficial aspects in a changing environment.

The attached report, consisting of considerable detail of background data, analyses and description of methods of reasoning, resulting conclusions, and recommendations has been compiled by the Planning Consultant Staff of the firm of Michael Baker, Jr. and Clifton E. Rodgers, Planning Associates. All matters contained in the report have been discussed a number of times with the members of Town Council, the Steering Committee on Town Planning, the School Board, and many other members of the community and local organizations.

The subjects given special treatment include; Land Use, Population, Residential Development, Schools, Recreation, Highways, Off-Street Parking, Finance, Administration, Zoning and Subdivision Control.

An effort has been made to portray the important conditions, trends, and recommendations through maps, sketches, charts and narrative discussion. Numerous talks on the Town Plan have been given to civic groups by the Planning Staff to develop an understanding of the program. In addition a public exhibit of the proposals has been prepared to demonstrate the many phases of the plan.

It is interesting to note that the proposed plan for Bloomsburg is not revolutionary to past trends of development, but merely is an evolutionary result of changing conditions brought about by modern living and working habits in our society. This plan recognizes the responsibilities of a community to the youth, the adults, and the family as a unit, and in turn recognizes the individual's responsibility to the community. On a scientific and economic basis recommendations are made to improve education, recreation, business, health and welfare phases of community life.

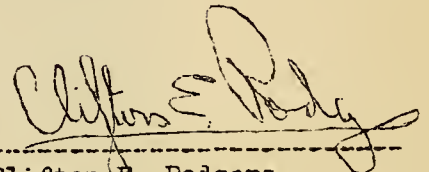
Any course of action charted at this time must be fluid, subject to adjustments and dictated by changing conditions. Planning must be a Continuing Function. Therefore, a Citizens Planning Association is recommended as the living organ to foster the plan. The immediate problem in considering the successful results to be derived from the plan is Leadership.

The Town Planning Consultants were able to illustrate the advantage of the planning approach to municipal problems while engaged in preparation of the attached plan. The State Highway Department's original proposal for the relocation of Route 11, submitted in August, was analyzed by the Planning Staff. The resulting modification of the proposal prevented the deterioration of a well established residential area, the splitting of the Town by a major thoroughfare, the intensification of traffic congestion, etc.

The route proposed by the Planning Staff after due analysis was approved by Council and the Steering Committee. After numerous conferences both here and in Harrisburg, the proposal was approved by the State. This will result in the provision of \$44,000 of additional pavement at no cost to the Town; the opening for development of a vacant area in Town; and the provision of excellent access into Town. This one project illustrates that sound planning pays dividends.

Acknowledgement of appreciation is hereby expressed for the excellent cooperation given the Planning Staff by the Town and School District officials, commercial and civic bodies, and individuals all too numerous to mention by name. Special appreciation is given to the members of the Steering Committee on Town Planning who have contributed so well of their time, assistance and suggestions.

As a guide the Town Plan should aid the people of Bloomsburg in continuing to develop their community in an orderly, attractive, and sound economic manner.

A handwritten signature in dark ink, reading "Clifton E. Rodgers". The signature is written in a cursive style with a large, looping "C" and "R".

Clifton E. Rodgers
Planning Consultant



...Main Street



...Town Hall

HISTORICAL INFLUENCES

Probably the citizens of Bloomsburg have at some time or other asked themselves these questions: *Why is Bloomsburg? How did it come to be? How did it happen to grow where it did, and why is it like it is?* The answers to these questions can be found in examining the Town's historical growth. For it is in its origin that a community assumes a cause for existence and begins to provide a common basis for people to live and work together. It is in the process of growth that it begins to take shape, to establish certain customs, habits and traditions, to form a life and culture of its own.

ORIGIN

The original settlement of Bloomsburg and the surrounding area is a typical American Story: a saga of restless settlers, primarily Quakers, Dutch and Germans, seeking a spot in a young and vigorous country where they could establish a new life, free from hardship, fear and interference. Originally Bloom Township, a subdivision of first Northumberland and then Columbia County, it was not until 1870 that Bloomsburg was incorporated as a "Town"- a distinction which it has maintained in the Commonwealth of Pennsylvania to this date.

ECONOMIC BASIS OF GROWTH

The original Township of Bloom quickly made an enterprising change from an agricultural district to a commercial and industrial center. With the advent of the canal, the Town's location made it a natural trading center for the surrounding area. Crafts, the tanning of hides, and the manufacture of wagons and carriages were among its first enterprises. The early discovery of iron ore formed a solid nucleus about which the Town's economy was organized for nearly three-fourths of a century.

The incorporation of Bloomsburg as a Town marked its transition from an iron economy to a textile-manufacturing center. As early as 1882 textile mills began to establish themselves in Town, and the economy thus formed has since been strengthened and solidified. Today Bloomsburg is a textile manufacturing center, with the production and processing of woolen and silk goods and the manufacture of carpets among its principal industries.

Bloomsburg has also maintained its dominance as a commercial center. Although the canal and its advantages as a trade route have long since ceased to function, the Town's position as county seat has made it a natural shopping center for the entire region. Today it performs 42 percent of the retail sales in Columbia County.





COMMUNITY GROWTH

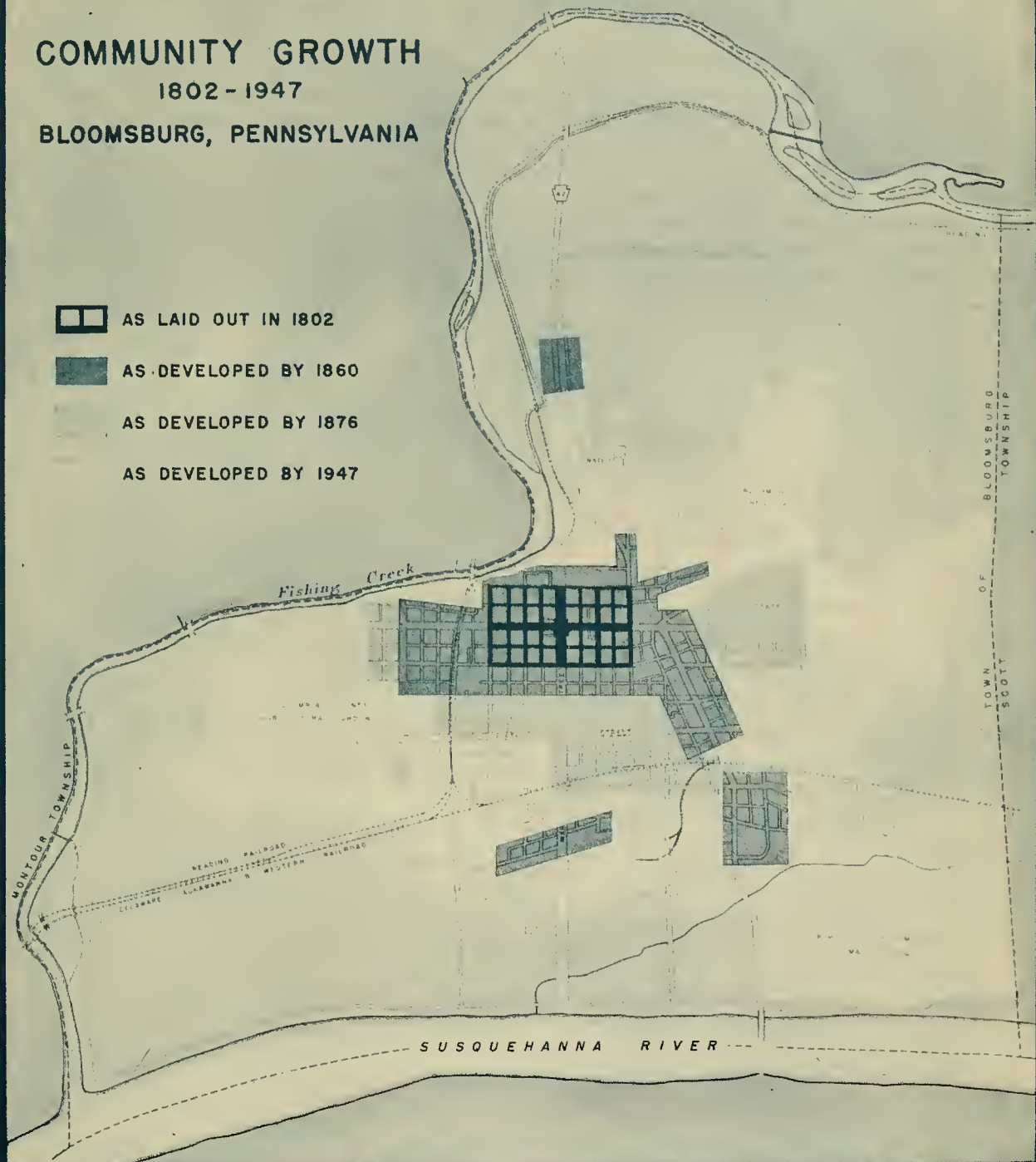
With the establishment and development of a sound economic base, the Town has also grown and developed. The population has steadily mounted since the Town's settlement, expanding from 3,341 persons in 1870 to nearly 11,000 today. New homes have been built, streets have been laid and utilities installed, stores and shops have been developed, and facilities have

COMMUNITY GROWTH

1802 - 1947

BLOOMSBURG, PENNSYLVANIA

-  AS LAID OUT IN 1802
-  AS DEVELOPED BY 1860
-  AS DEVELOPED BY 1876
-  AS DEVELOPED BY 1947



expanded to serve amusement, educational, health, religious and cultural purposes. From a small gridiron settlement developed around eight intersecting streets laid out in 1802, Bloomsburg has expanded into a thriving community with a total developed area of more than 1200 acres.

E L E M E N T S O F D I S T I N C T I O N

Besides being an industrial and commercial center, the Town of Bloomsburg has developed other distinctions which set it in a class beyond its neighbor-communities. The Town has adapted itself to the air age in stride and now owns a class two airport. It is a high-grade floriculture center, shipping its floral products to all parts of the Nation. Spectators travel from miles around to witness the annual Bloomsburg Fair, unexcelled throughout the State. The Town is also a health center, with the Bloomsburg Hospital and a seat of education, as home for the Bloomsburg State Teachers' College. These are reflections of a high-calibre growth and status, elements of community distinction.



...State Teachers' College



...Fair-Time

POPULATION

An accurate analysis of the population is a primary necessity in preparation of a sound Town Plan. Trends in population growth will have an effect upon future economic growth and stability, and in turn will determine future requirements for economic development and civic improvement. Likewise, geographic distribution of the population will have a decisive bearing upon location of proposed improvements.

TOTAL POPULATION

The attached chart illustrates the chronological growth of Bloomsburg's population from 1870 to the present, compared with that of the County, State and Nation.

Compared with the County, Bloomsburg has steadily gained in population. In the last 37 years, the County has increased only six percent in population while the Town has gained over 44 percent. This is further illustrated by the fact that the Town has steadily increased from 11.6% of the County population to over 20 percent in the last 77 years. The County has ceased growing - in fact, between 1910 and 1947 the County outside Bloomsburg has lost population. This must be kept in mind - *the reservoir of population adjoining the Town, although not drying up, is no longer increasing.*

This reservoir in the past has been an important source of in-migrants to Bloomsburg as well as constituting the shopping public utilizing the Bloomsburg Commercial Area. The competitive situation of the several municipalities in this retail market area may be intensified in the future and, therefore, far greater thought must be given to the development of forces to attract people to Bloomsburg.

CHARACTERISTICS OF POPULATION

AGE OF POPULATION

The attached chart on "Composition of Population" compares the percentage of the Town's population in each five year age group with similar groups of the State's population. As compared with the State, Bloomsburg has a deficiency of younger people and an excess of the very old. The median age of the Town residents was 32 years while that of the State was only 29.

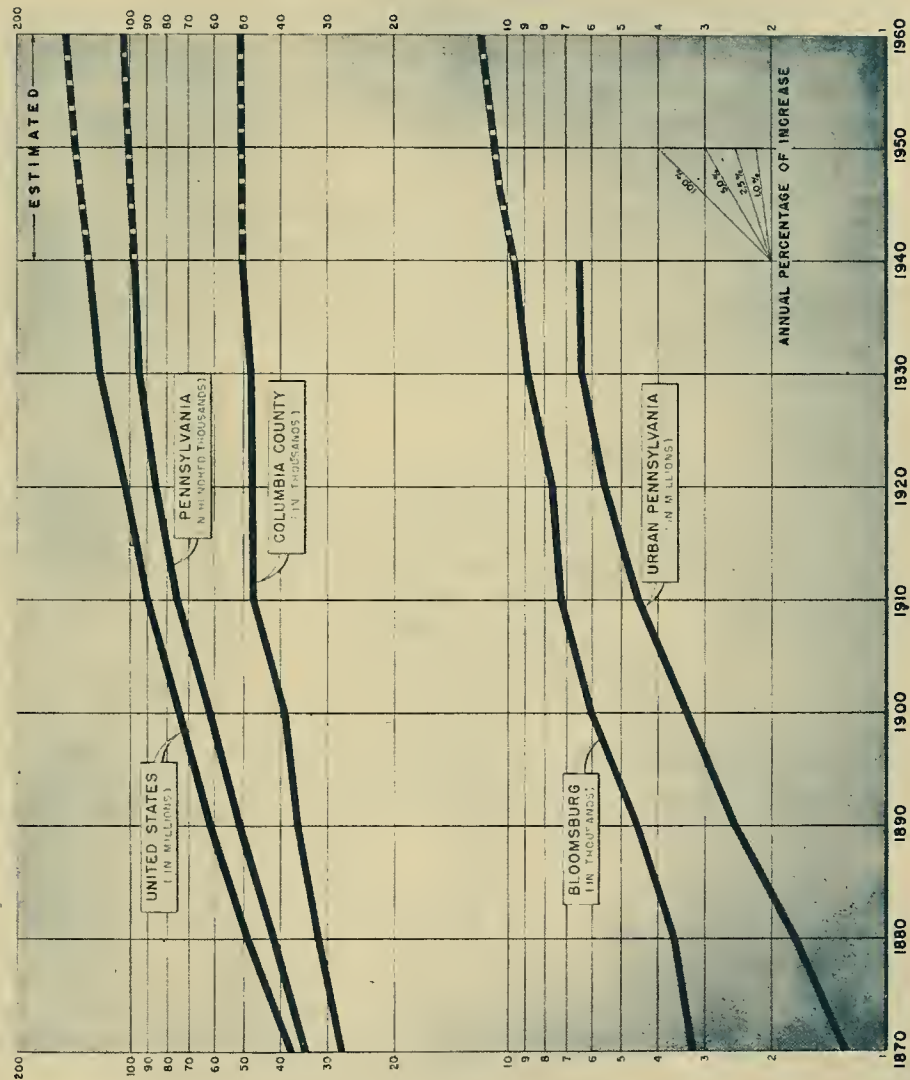
This differential from the more normal age pattern of the State indicates several things:

1. *In-migration of adults: an influx of persons of productive ages from the adjoining areas.*

POPULATION GROWTH

1870-1960

TOWN, COUNTY, STATE AND NATIONAL TRENDS



2. *Low birth-rate: this implies growth of the Town is dependent upon the above in-migration rather than upon natural increase (difference between births and deaths).*

SEX COMPOSITION

The chart referred to above also indicates the sex composition of the Town by age groups. The startling degree to which women out-number men in certain age groups indicates an influence of Bloomsburg's dominant industry - the textile industry. This industry, employing females to a great extent, has attracted female in-migrants of adult age. It may also imply an out-migration of Town-born males due to a lack of desirable employment. Note that this excess of women starts at the post-school age and continues only until about 35 years of age.

Within the child-bearing ages of 15 through 49, there were 2,868 females in 1940 as compared with 2,493 males - an excess of 369 females, or 13 percent of the women in the child-bearing ages. In other words, 13 percent of the potential mothers in the Town cannot, *quantitatively*, find mates unless they migrate elsewhere. Thus the birth rate of Bloomsburg will continue to remain low as compared with that of a normal population.

LEVEL OF EDUCATION

The level of education of adults in Bloomsburg is far higher than many areas of the State. Statistics compiled in the U. S. Census of 1940 indicates the median number of school years completed by persons 25 years of age or over in Bloomsburg was 9.7 years, compared with 8.2 years for Columbia County, and 8.5 years for the State.

TYPES OF EMPLOYMENT

The manner in which the people of a community make their livelihood is frequently a reflection of the basic community characteristics - economic, educational and cultural. The attached chart indicates how the people of Bloomsburg make their living.

POPULATION DISTRIBUTION

The Population Distribution Map, showing where the people live in 1947, indicates a high degree of concentration of population within a sharply defined built-up area of the Town. This suggests a higher than normal "density" of population, with resultant impact upon healthful housing standards, adequate open space, and increased traffic congestion.

The center of population of the Town was found to be a little south of East Third Street at Miller Avenue. This factor has an important bearing upon location of future public improvements within reasonable distance of the majority of the population.

COMPOSITION OF POPULATION

BLOOMSBURG, PA. - 1940



ESTIMATED FUTURE POPULATION

It is estimated that the 1947 population of Bloomsburg is approximately 10,700 persons. As indicated on the attached chart, the estimated population for 1960 is 12,000 persons. This constitutes, roughly, a gain of one percent, or 100 persons per year.

The low birth rate of 14.2 per 1000 population is expected to continue because of the population characteristics and type of employment available. Due to the older population, the death rate will be in the vicinity of 11.2, leaving a potential natural increase in population of only 3 per thousand population, or an annual natural increase of about 30 persons. The remainder of the expected annual increase of 70 persons must come from in-migration.

In-migration is dependent upon expansion of employment - i.e. expansion of existing industries and entry of new industries. The amount of employment possible through expansion of retail facilities is limited. Therefore, in order to attract 70 in-migrants per year, sustained additional industrial employment will be required.

POPULOUS
BLOOMSBURG
PLANS

TOWN PLANS

BLOOMSBURG TOWN

PR
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER

SCALE
1" = 1/4 MILE

EACH DOT = RESIDENT

HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP



RUPERT

ESPY

ALMEDIA

MONTGOMERY

RANGE
SCOTT TOWNSHIP
TOWNSHIP

NORTH
CENTER TOWNSHIP
SCOTT TOWNSHIP
SOUTH
CENTER TOWNSHIP

POPULATION. BLOOMSBURG & VICINITY PENNSYLVANIA

TOWN PLANNING SURVEY

BLOOMSBURG TOWN PLANNING COMMISSION

1947

PREPARED BY

MICHAEL BAYER, JR. CLIFTON E. RODGERS
CONSULTING ENGINEER TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE IN FEET
0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

EACH DOT • REPRESENTS 5 PERSONS



GENERAL BACKGROUND

The Town of Bloomsburg serves a variety of functions: it is an industrial Town and yet is a college Town; it is the County seat and also is the retail and wholesale center of its area. It is not without cause that the Town is referred to as the "Parlor City" of the Susquehanna River Valley, a surprising nomination for a community in which approximately three-fourths of the employment is industrial.

THE ECONOMY

The Town of Bloomsburg has a unique economy which possesses some sound basic characteristics of diversification and yet reflects a few contradictory tendencies. The economy is sound in that it is based heavily both on commerce and industry. Yet, within the industrial structure, the pre-dominant industry is textiles, and a single plant provides approximately one-half of all industrial employment. On the other hand, there is a wide diversification in the local textile industries themselves, ranging from the processing of fiber and yarns to the manufacture of articles of clothing and carpets. The above characteristics indicate alternate capacities for stability and instability, with the resultant of forces apparently providing a stable economic base.

The local retail and wholesale activity services a wide area. It is indicated by available statistics that a population of 22,000 consumers is fully served, with approximately 35,000 partially served.

EMPLOYMENT

The Columbia County Committee for Economic Development made a survey in 1945 coordinated with a national survey. This survey of existing employment and future potential employment reported that 36 industries in the Bloomsburg area employed 2,400 persons. A recent survey of the 11 major industries in Bloomsburg proper indicated an employment of 2803, of which 40.5 percent were females. Of these 2803 employees almost 94 percent were employed in the textile industries. The non-textile industries, making up only 6 percent of the total, employed females in a ratio of only 1 female to 9 males. It is immediately apparent that there exists serious need to attract to Town male employing industries.

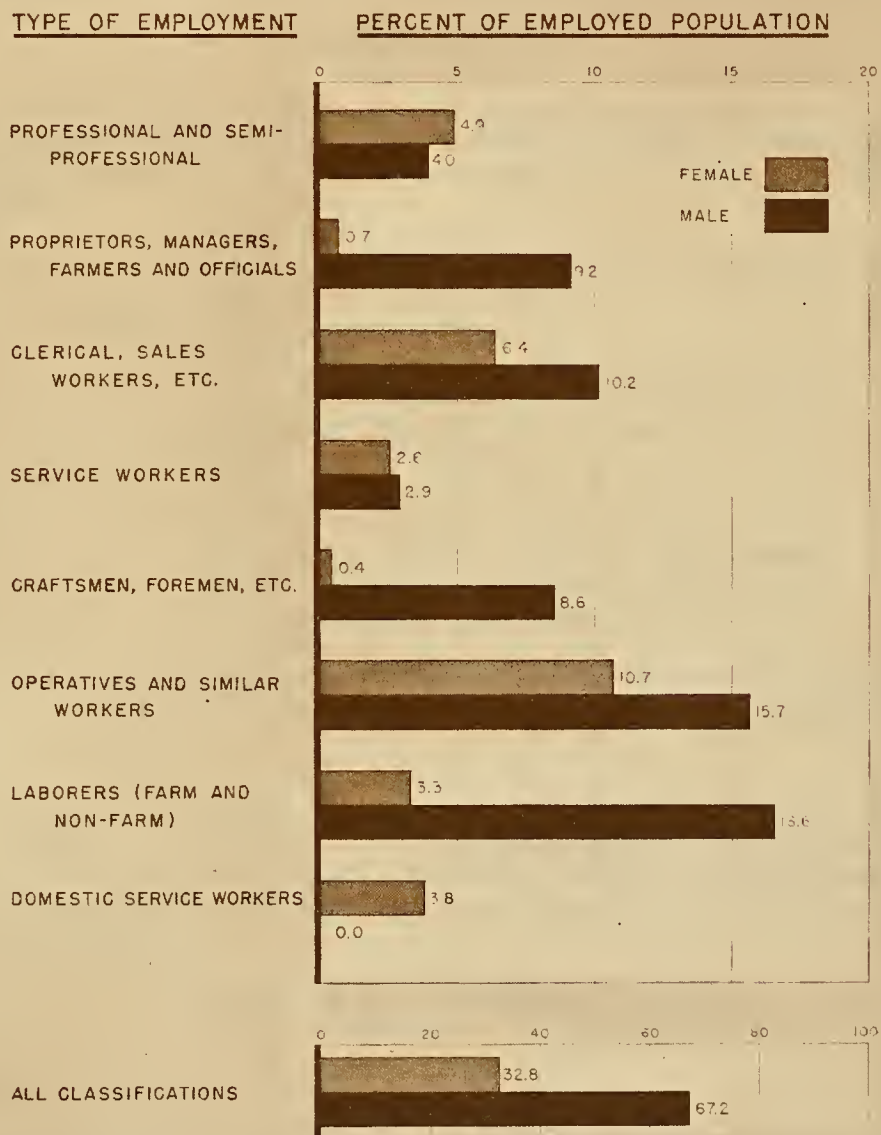
It is safe to assume that with the relatively large number of females employed, a sizeable market for male labor can be developed through introduction of male employing industries. This remedy can also serve to neutralize the aforementioned capacity for instability due to non-diversification of types of industry.

Based upon the C.E.D. Survey, for every 2.2 industrial workers there is one employee in retail, service or wholesale establishments. These activities will reflect any changes in industrial employment.

A survey of existing industries indicated that several concerns contemplate expansion of facilities which will increase industrial employment by over 20 percent. This is of importance to Bloomsburg, for it indicates an expanding community for which planning is an essential.

OCCUPATIONAL DISTRIBUTION

TOWN OF BLOOMSBURG • COLUMBIA COUNTY • PENNSYLVANIA



EXISTING LAND USE

The Existing Land Use Study presents a picture of all the land in Town - how it is being used, and how much is being used for each of various purposes. Through analysis, inspection, comparison with accepted standards, and reference to past experience in this and other communities, certain implications can be seen from the existing land-use pattern. Further conclusions can also be drawn regarding preparation of the future land development plan.

STUDY AREAS

The intensity of land use in Bloomsburg varies from relatively extensive farm land to three story apartment houses. Therefore, for a proper analysis of land use, it has been necessary to define distinctive areas of the Town.

1. *The Developed Area extends outward from the Town center to the rural fringe-land. This area has been further divided into two categories:*
 - a. *The Inner Developed Area contains all the facilities used by the community in its normal everyday life.*
 - b. *The Outer Developed Area consists of the college, hospital, airport, fairgrounds, water company and tracts of vacant land surrounding the Inner Developed Area.*
2. *The Outlying Area consists of the remaining land within the Town boundaries, predominantly of an agricultural nature.*

The table "Summary of Land Use" presents a summary of the acreage of land devoted to each type of land use in each of the study areas defined above. An analysis of these areas will reveal an interesting story of the Town's development, its physical condition, and its efficiency in functioning as a community.

INNER DEVELOPED AREA

RESIDENTIAL USE

Almost one-half (47.5%) of the "Inner Developed Area" is devoted to residential use. This indicates a very compact residential area, with an average density of about 33 persons per acre.

Evidently several factors have been contributory in creating this high density of development. The Town's growth has always been limited by flood

conditions and the presence of the surrounding hills. Consequently, residential areas have been laid out in compact units, with many houses built on lots of substandard size. In many cases, homes have been built on both ends of such lots.

The entire density situation thus created is indicative of unhealthy conditions in several respects. Homes built so closely together cannot permit adequate entry of needed light and air, nor can they provide the yard space so necessary to privacy of family life.

Lack of garage or driveway space intensifies the on-street parking problem. Heavily developed areas place an additional burden on the adjoining street system, often rendering inadequate a street layout that would have been quite sufficient otherwise. Finally, it has been found that overcrowded residential neighborhoods tend to depreciate more quickly than well laid-out, low density areas.

The condition of most of the existing housing in Bloomsburg is fairly good. There are no well-defined "blighted" or "slums" areas as are found in most communities. From a very rapid visual inspection of exteriors, approximately 100 dwellings were counted that appeared to be in the final stages of deterioration. These homes are scattered over the Town in little clusters and do not constitute a very great threat to the community if properly handled.

The age-characteristics of housing in Bloomsburg present some severe implications. With over one-half of existing dwellings 40 or more years old, an increasing number of houses will be falling into the category of "inadequate". Unless preventive measures are taken this situation can move beyond control very quickly, leading to a snow-balling degeneration of the entire residential area.

MIXED USE

There is a large percentage of land (9.6% acres) in the Town devoted to mixed use. This is particularly evident along the Main Street shopping area where the second and third floors are used for living quarters. A glance at the Population Map will reveal that these areas are among the most densely populated in Town. Here the dwelling units are greatly overcrowded and provide little or nothing in the way of yard space.

It is very important that the harmful conditions found in mixed use areas be rectified. It is possible that provision of off-street parking lots in the main shopping area will attract some of the commercial facilities that are scattered throughout the community. Some of these facilities, such as professional offices, personal service shops, etc. could very well be located in the upper stories of existing stores. This would accomplish a dual purpose, eliminating mixed use as well as removing commercial features from residential areas.

EXISTING LAND BLOOMSBURG PENNSYLVANIA

TOWN PLANNING

BLOOMSBURG TOWN PLAN

1947

PREPARED BY

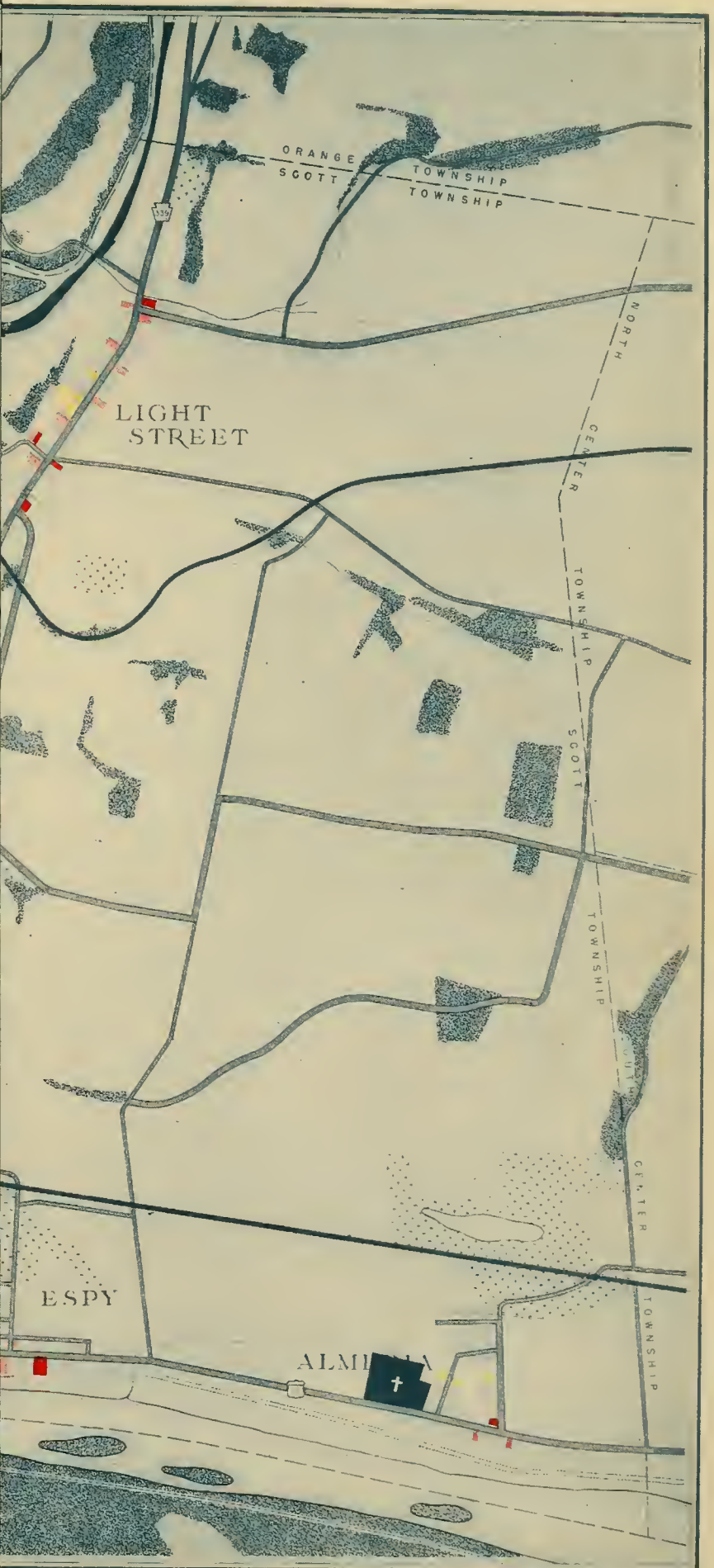
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, PENN.

SCALE IN FEET

- | | |
|--|--|
|  AGRICULTURAL |  COMMERCIAL |
|  GREENHOUSES |  COMMERCIAL |
|  WASTE LAND |  COMMERCIAL |
|  WOODLAND |  INDUSTRIAL |
|  RESIDENTIAL-1 & 2-FAMILY |  RAILROADS |
|  RESIDENTIAL-ROW HOUSES |  PARKS & PLACES |
|  RESIDENTIAL-MULTI-FAMILY |  CEMETERIES |

--- 1936 FLOOD

HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP



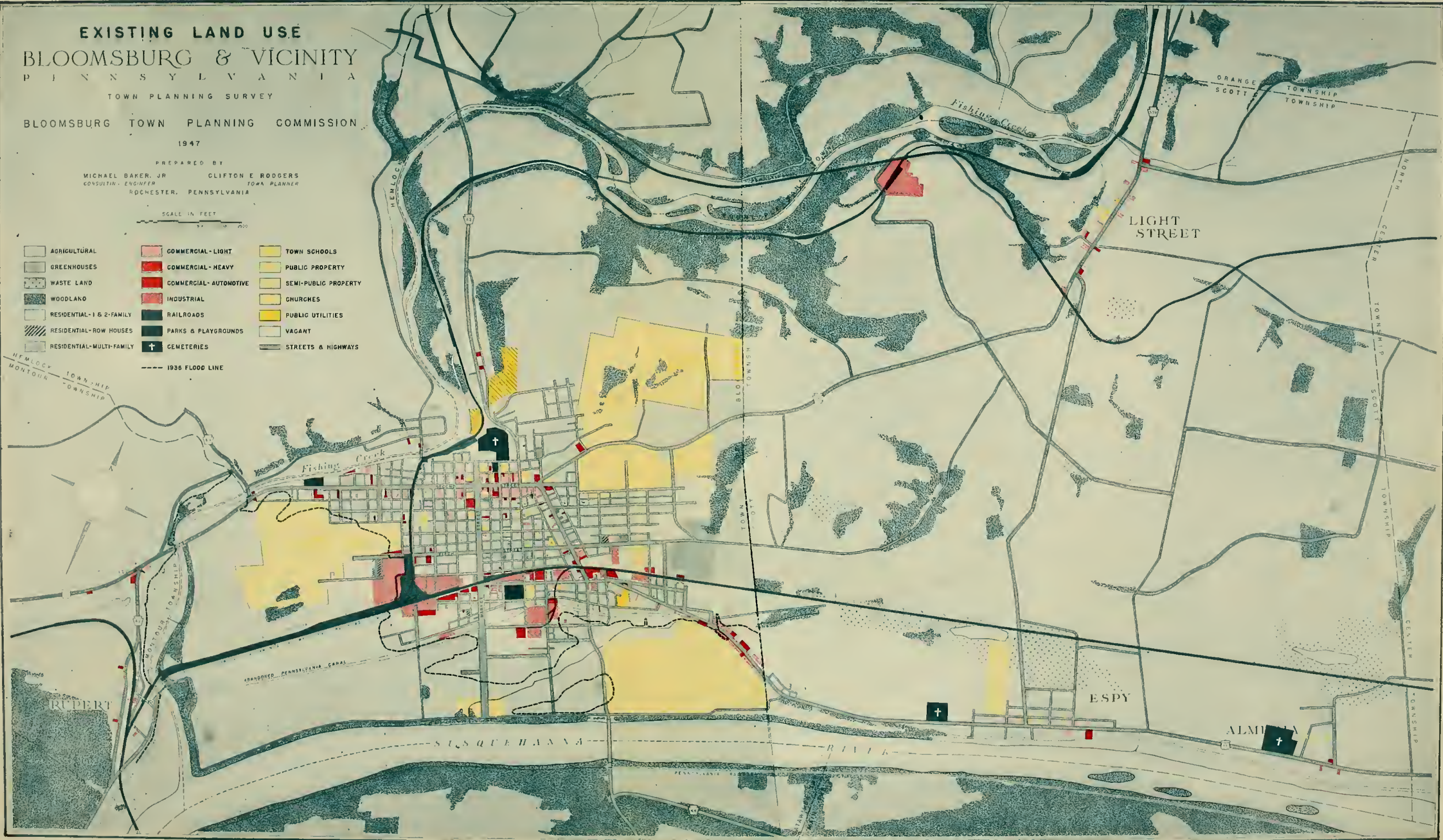
EXISTING LAND USE
BLOOMSBURG & VICINITY
PENNSYLVANIA

TOWN PLANNING SURVEY
BLOOMSBURG TOWN PLANNING COMMISSION
1947

PREPARED BY
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, PENNSYLVANIA
CLIFTON E. RODGERS
TOWN PLANNER

SCALE IN FEET
0 500 1000

- | | | |
|----------------------------|-------------------------|----------------------|
| AGRICULTURAL | COMMERCIAL - LIGHT | TOWN SCHOOLS |
| GREENHOUSES | COMMERCIAL - HEAVY | PUBLIC PROPERTY |
| WASTE LAND | COMMERCIAL - AUTOMOTIVE | SEMI-PUBLIC PROPERTY |
| WOODLAND | INDUSTRIAL | CHURCHES |
| RESIDENTIAL - 1 & 2-FAMILY | RAILROADS | PUBLIC UTILITIES |
| RESIDENTIAL - ROW HOUSES | PARKS & PLAYGROUNDS | VAGANT |
| RESIDENTIAL - MULTI-FAMILY | CEMETETERIES | STREETS & HIGHWAYS |
- 1936 FLOOD LINE



COMMERCIAL USE

The bulk of the Town's commercial facilities is centered on Main Street, between East and Market Streets. However, there is a tendency for commercial establishments to spread out along that portion of existing highways lying within the developed area.

In addition, commercial facilities of various sorts are scattered throughout the main residential area, in no particularly indicative pattern.

Should there be a marked persistence in the spreading out of Bloomsburg's commercial facilities, the forthcoming results might well be of a drastic nature. Some facilities would undoubtedly locate themselves just outside of the Town boundary, escaping local taxation. All types of facilities would not be within a reasonable distance of each other, necessitating several moves and stops for the consumer to complete his shopping. Certain facilities would probably be duplicated unnecessarily, increasing the number of marginal shops and business failures, detrimental to the merchant, the consumer, and the local government.

One of the main active controls available for retaining the bulk of commercial facilities within a defined area lies in the provision of adequate off-street parking lots. This topic is discussed more thoroughly under the section on "Off-Street Parking". Realization of the solution offered therein will do much to retain existing facilities within the main shopping center.

INDUSTRIAL USE

The main industrial area is located along the D. L. & W. Railroad, stretching across the lower end of Town from Locust Street to the Fairgrounds

Location of the industrial area has the effect of cutting the Town into two parts. Although this has some disadvantages, they are not so great as it would seem at first. The residential area located south of the industrial belt is very small, and residential expansion is not likely to take place to a great extent in this portion of Town. Traffic along the railroad is very light and permits smooth movement between the two areas.

Future industrial growth and expansion should be confined to the existing area as much as possible. Not only will rail facilities be readily available, but industrial facilities will be kept from encroaching upon residential areas.

PARKS AND PLAYGROUNDS

The area of land devoted to parks and playgrounds is very low (5.3 acres) when compared with other communities or with established recreational standards. A study of 299 American cities with population 5,000 - 10,000 indicates an average of 430 persons per acre of park* compared with Bloomsburg's 2,000 persons per acre.

* U.S. Dept. of Interior, National Park Service

The first of these is the fact that the number of people who are employed in the service sector has increased significantly in recent years. This is due to a number of factors, including the fact that the service sector is becoming increasingly important in the economy.

The second factor is the fact that the service sector is becoming increasingly important in the economy.

This is due to a number of factors, including the fact that the service sector is becoming increasingly important in the economy. The service sector is becoming increasingly important in the economy because it is becoming increasingly important in the economy. The service sector is becoming increasingly important in the economy because it is becoming increasingly important in the economy.

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It may be safely assumed that a lack of adequate recreation facilities can be highly contributory in fostering discontentment among young people. Such lack of interest in local activity may well find expression in tendencies toward out-migration. If Bloomsburg is to provide a well-integrated community growth program, the function of recreation must not be neglected.

PUBLIC BUILDINGS AND PROPERTY

Though there are more than 11 acres of land within the "Inner Developed Area" occupied by public buildings, including schools, less than one-half of this acreage is utilized for local public purposes. Bloomsburg is the County seat of Columbia County and must administer County functions, resulting in location of the court-house and County jail in Town. There are also some State operated facilities such as the highway garage and Federal buildings such as the post office. These additional public facilities tend to raise the amount of land normally required for public use. An improvement program for local schools and recreational areas will raise this percentage even more.

VACANT LAND

There exists a very small percentage (8.0%) of vacant land in the "Inner Developed Area". Additional areas, as indicated by the school report, will be needed for expansion of school and recreational facilities. Only a portion of the remaining vacant land lies above flood line and is therefore suitable for residential development

THE OUTER DEVELOPED AREA

Immediately outside of the "Inner Developed Area" lies another large area of land containing approximately 596 acres. This is the second study area, referred to in the opening paragraphs as the "Outer Developed Area". It contains such features as the fairgrounds, the airport, the hospital, the college, the water company, and vacant tracts, in the quantities indicated in the table, "Summary of Land Use".

THE OUTLYING AREA

The remaining study area, termed the "Outlying Area", comprises the remainder of land within the Town boundaries. As can be seen from the "Land Use Summary", the greatest portion of this area is devoted to agricultural use. Normally it would be expected that some of this land could be used for Town expansion. However, flood conditions, as shown by the 1936 flood line on the Land-Use Map, render approximately 500 acres, or 27% of the area useless for development.

**SUMMARY OF EXISTING LAND USE
BLOOMSBURG, PA.**

Land Use	Inner Developed Area (1)		Outer Developed Area (1)	Developed Area	Outlying Area	Total Town
	Acres	Percent				
Residential	310.0	47.5		310.0		310.0
Single-family	302.3					
row house	1.2					
multi-family	6.5					
Commercial	28.1	4.3		28.1		28.1
light	9.4					
heavy	11.3					
automotive	7.4					
Mixed	9.6	1.5		9.6		9.6
Industrial	43.7	6.7		43.7		43.7
Industrial-Railroad	25.2	3.9		25.2	42.8	68.0
Parks-Playground	5.3	0.8		5.3		5.3
Public Buildings &						
Public Utilities	13.8	2.1	196.3	210.1	9.8	219.9
Cemetery	8.2	1.2		8.2		8.2
Churches	3.5	0.5		3.5		3.5
Semi-Public			213.7	213.7	(2)	213.7
Agricultural					1652.3	1652.3
greenhouses					58.3	58.3
agricultural					1594.0	1594.0
Streets	146.6	23.5	6.6	153.2	57.5	210.7
Vacant	52.4	8.0	183.3	238.7	73.9	312.6
TOTAL	646.4	100.0	602.9	1249.3	1836.3	3085.6

(1) See definition of three types of Area in text and attached map.
 (3) Contains 311.0 acres of woodland and 65.8 acres of Country Club.

TOPO BLOOMSBURG P E N N S Y

TOWN PLAT

BLOOMSBURG TOWN

MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER



LIGHT
STREET

600

ORANGE
SCOTT

TOWNSHIP
TOWNSHIP

1000

900

800

700

NORTH

CENTER

TOWNSHIP

SCOTT

TOWNSHIP

TOWNSHIP

SOUTH

CENTER

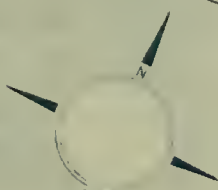
TOWNSHIP

700

500

600

HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP



RUPERT

ESPY

ALMEDIA

MONTGOMERY TOWNSHIP

TOPOGRAPHY BLOOMSBURG & VICINITY P E N N S Y L V A N I A

TOWN PLANNING SURVEY

BLOOMSBURG TOWN PLANNING COMMISSION

1947

PREPARED BY

MICHAEL BAKER, JR. CONSULTING ENGINEER
CLIFTON E. ROGERS TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE 1" = 1000'

HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP

Fishing Creek

RUPERT

SUSQUEHANNA

RIVER

ESPY

ALMEDIA

LIGHT STREET

GRANGE SCOTT TOWNSHIP

TOWNSHIP

1000
900
800
700

NORTH

CENTER

TOWNSHIP

SCOTT

TOWNSHIP

SOUTH

CENTER

TOWNSHIP

500
600

CANAWISSA TOWNSHIP

HIGHWAYS

The function of a highway is to provide for the safe and rapid movement of vehicles. It must be recognized that the provision of access to property, commercial development of the roadside, the parking and loading of vehicles are all the function of local streets and not the primary function of highways.

This function of rapid and safe movement of vehicles has a two-fold purpose. One is to provide movement through town for traffic destined elsewhere and the other is to provide access to the centers of activity of the Town.

Through-traffic is of negligible economic value to the built-up area of Town. Outside of an insignificant amount of food and gasoline purchased by such through-traffic -- a type of purchase the average driver prefers to make at some out-of-town roadside development -- there is practically no economic gain from such traffic. On the other hand, this type of traffic causes economic loss through serious interference with local traffic as well as constituting a serious hazard to the safety of the inhabitants. Every effort should be made to discourage such traffic *providing* that proper and direct access to and from Town is provided.

EXISTING SITUATION

The relative volumes of traffic on the various highways leading into Bloomsburg and their relation to the street system of the Town are shown in detail on the Highway Map.

All the highways utilize Main Street as a route through the Town. This causes serious congestion, especially on Saturday afternoons and evenings when shopping activity - the basic function of the Main Street properties - is at its height.

U. S. ROUTE 11

INADEQUACIES OF EXISTING ROUTE

There is no need to discuss the inadequacies of the existing highway in the eastern part of Town. The inadequate width, the poor intersections, the uncontrolled development of the abutting properties, the high percentage of vehicular accidents have all forced the State Department of Highways to plan the relocation of this section of Route 11.

INTERSTATE HIGHWAY SYSTEM

Route 11 has been designated as part of the National System of Interstate Highways. One of the recommendations of the National Inter-regional Highway Committee is the by-passing or skirting of all smaller cities and towns: "these small cities and towns may be adequately served by a

CHAPTER I

The first part of the book is devoted to a general survey of the subject. It begins with a definition of the term "philosophy" and then proceeds to a discussion of the various branches of the subject. The author then discusses the history of philosophy and the different schools of thought that have developed over the centuries.

The second part of the book is devoted to a detailed examination of the various branches of philosophy. It begins with a discussion of metaphysics and then proceeds to a discussion of epistemology, ethics, and politics. The author then discusses the history of philosophy and the different schools of thought that have developed over the centuries.

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skirting location of the main route". (1)

Therefore, an ultimate by-pass for all through traffic is recommended. Although the construction of this by-pass is not feasible at the present time, the increased vehicular traffic and the increased expenditures for highways will make such construction economically feasible in the not-too-distant future. The proposed ultimate by-pass route is shown clearly on the Highway Map.

Sixth Street - Railroad Street Truck By-Pass

Since the ultimate by-pass will not be constructed for at least several years, it is essential that provision be made for trucks to by-pass congested Main Street and avoid the dangerous hill west of West Street. As is shown on the attached map, a logical route from the terminus of the State proposal for the relocation of Route 11, would be along Sixth Street from the highway terminus to the Reading Railroad and then along Railroad Street to Main Street.

This proposed truck by-pass will serve a two-fold purpose. It will permanently provide good direct access from the east or west to the industrial area of the Town. Heavy trucking will no longer interfere with traffic in the central commercial area. In addition, this route will also serve as a by-pass for trucks until such time that the ultimate highway by-pass will be constructed.

O T H E R R O U T E S

The volumes of traffic carried on the other highway routes leading into Town are not great enough to provide economic justification for extensive relocation as on the above route.

It is recommended that the problem of congestion encountered on route 42 to the north be alleviated by widening the right of way in the built up area and correction of the very sharp curves. This will require demolition of a number of ancient residences which have outlived their useful existence.

It is also recommended that parking and loading be restricted to one side of the street on route 339.

No recommendations are made on the remainder of the highway routes.

(1) Report of National Inter-regional Highway Committee - 1944
Washington, D. C.

PROPOSED HIGHWAY BLOOMSBURG PENNSA

TOWN PL

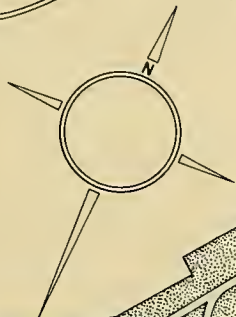
BLOOMSBURG TOWN

PR
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER

50
0 500

- ULTIMATE BY-PASS
- PROPOSED IMMEDIATE
- RECOMMENDED
- RECOMMENDED
- AUXILIARY ACCESS

HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP



RUPERT

LIGHT
STREET

ORANGE
SCOTT

TOWNSHIP
TOWNSHIP

NORTH
CENTER
TOWNSHIP
SCOTT

TOWNSHIP
SOUTH
CENTER
TOWNSHIP

ESPY

ALMEDIA

PROPOSED HIGHWAY RELOCATION BLOOMSBURG & VICINITY P E N N S Y L V A N I A TOWN PLANNING SURVEY

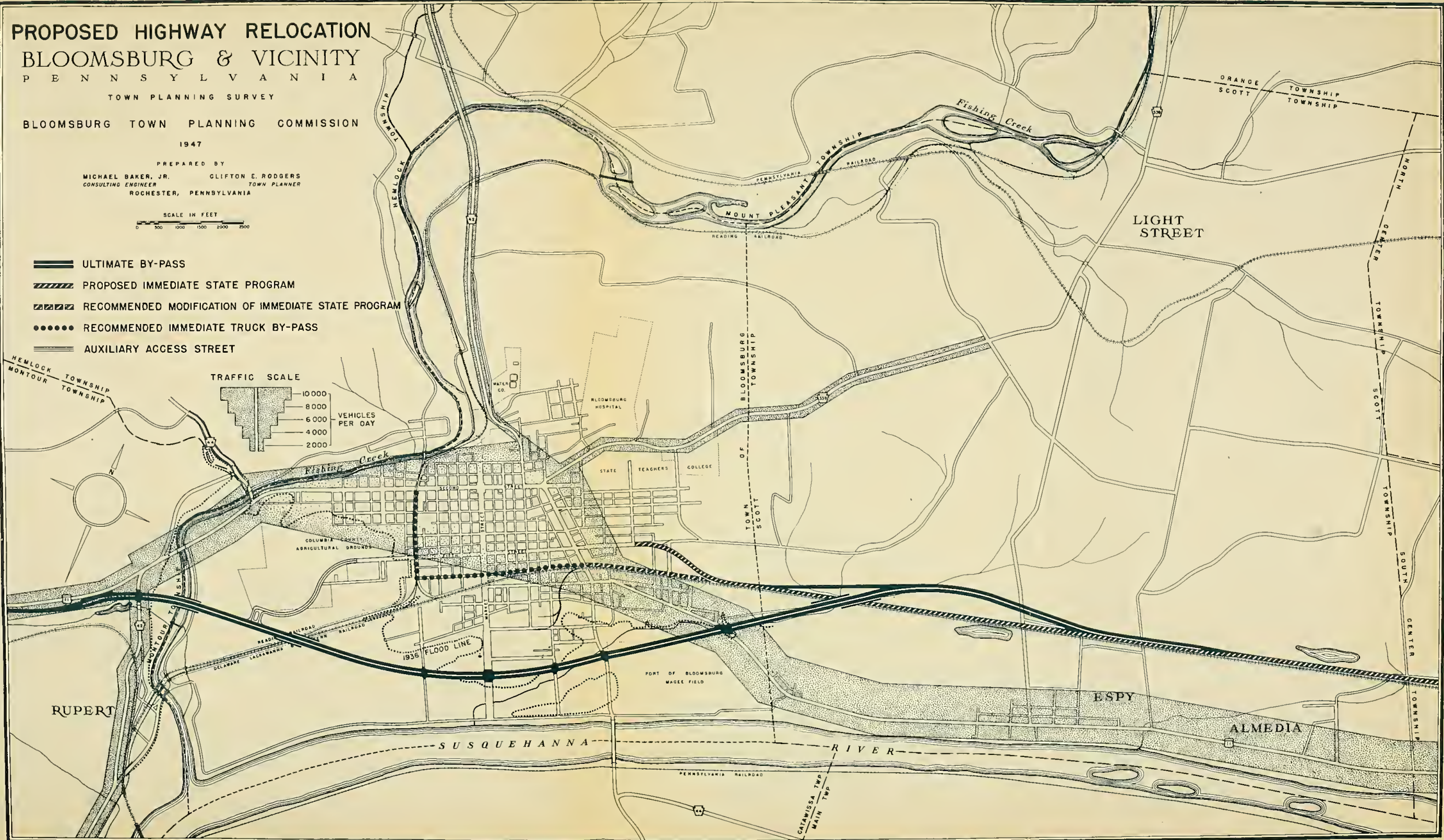
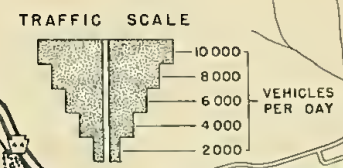
BLOOMSBURG TOWN PLANNING COMMISSION

1947

PREPARED BY
MICHAEL BAKER, JR. CONSULTING ENGINEER
CLIFTON E. RODGERS TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE IN FEET
0 500 1000 1500 2000 2500

- ULTIMATE BY-PASS
- PROPOSED IMMEDIATE STATE PROGRAM
- RECOMMENDED MODIFICATION OF IMMEDIATE STATE PROGRAM
- RECOMMENDED IMMEDIATE TRUCK BY-PASS
- AUXILIARY ACCESS STREET



OFF-STREET PARKING

Everyone recognizes that Bloomsburg dominates the retail market of Columbia County, but how tenuous the justification for this dominance is not so apparent. The estimated value of retail sales in 1946 in Bloomsburg was \$11,490,000, which was 42 percent of the total for the County. Yet Bloomsburg has only 22 percent of the \$47,700,000 estimated gross effective buying income of the County and only 21 percent of the population. Berwick, with its larger population and larger effective buying income, accounted for only one-third of the County's retail trade.

These figures are cited to demonstrate that very important forces exist that can operate to remove Bloomsburg's dominating position over retail trade in this area. The commercial area exists today located where it is only through inertia of investment, custom, and habit. As the County Seat, Bloomsburg was the natural center for the shopping center of this area. Generation after generation developed shopping habits centered on Main Street, Bloomsburg. In response to this demand, merchants invested heavily in fitting out stores and shops which resulted in Main Street as it is today.

However, in recent years this "purchasing power" has mounted itself on rapidly revolving wheels that clock-off the miles in a matter of minutes. This "mobility" can radically change long-established shopping habits. Some positive action is necessary to fix permanently Bloomsburg as the shopping center of this region.

Recognition of this mobility of purchasers is important, for with the new proposed highway between the Town and Berwick, it will take less time to drive to Berwick than to drive down one side of Main Street, back on the other, and down the side streets in the usual Saturday evening search for a parking space.

Bloomsburg must provide parking space if its commercial area is to grow and prosper. As mentioned in the section on "Population", the reservoir of population living in the areas surrounding the Town is no longer increasing. Therefore, the competition of the various towns for the privilege of serving this population will become more severe. This competition must be met, and it can only be successfully met and out-distanced by the provision of adequate parking space. Since all existing street facilities are already taxed to the maximum, such new facilities must be off-street parking.

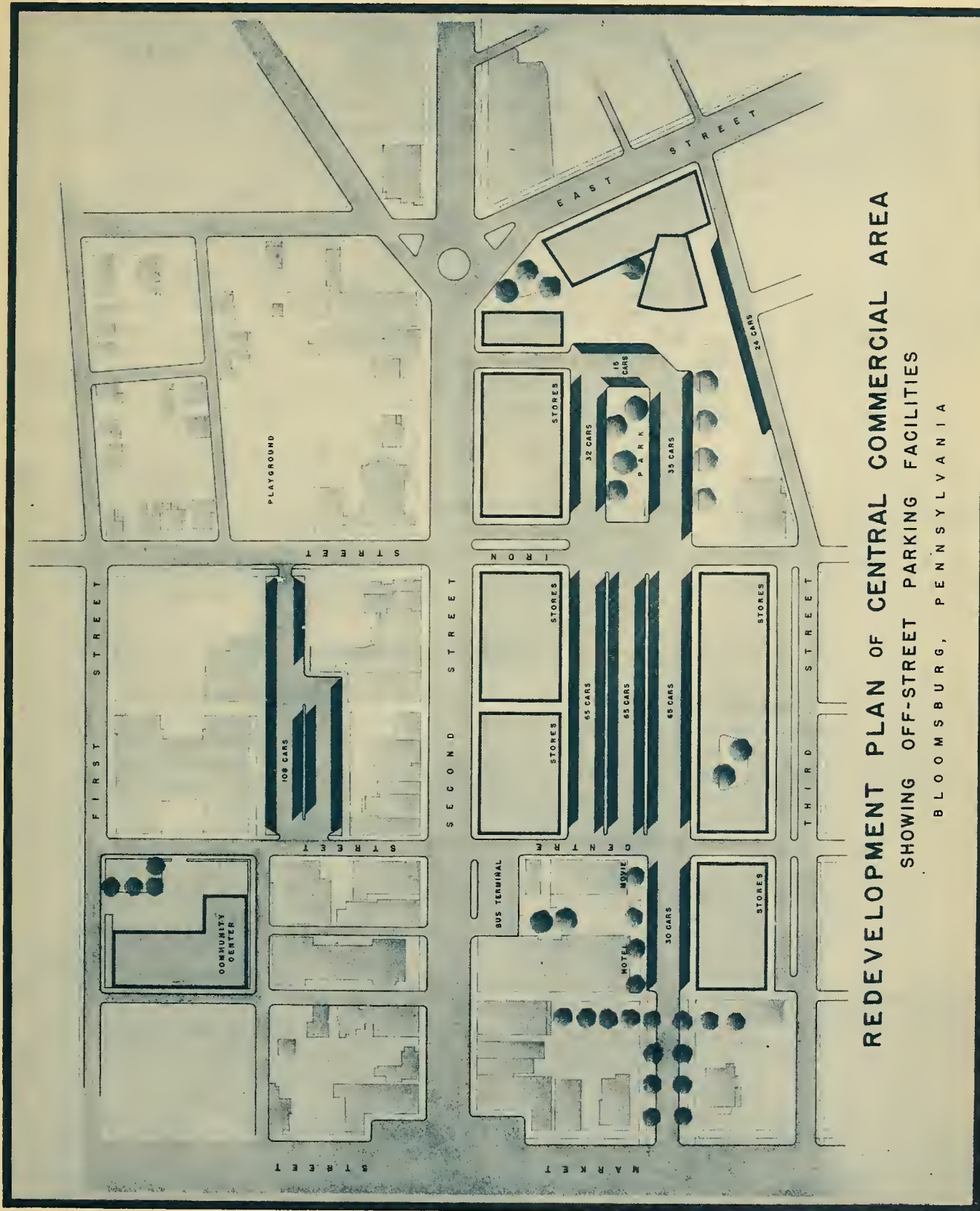
Bloomsburg can provide excellent parking facilities for an additional 238 vehicles at no expense to the Town, to the property owners, or to the merchants under the plan proposed herein.

THE HISTORY OF THE UNITED STATES

The first part of the history of the United States is the period from the discovery of the continent by Christopher Columbus in 1492 to the establishment of the first permanent settlements. This period is characterized by the exploration of the continent by Spanish, French, and English explorers, and the establishment of the first permanent settlements by the English in 1607.

The second part of the history of the United States is the period from the establishment of the first permanent settlements to the American Revolution in 1776. This period is characterized by the growth of the colonies, the struggle for independence from Britain, and the establishment of the United States as a new nation.

The third part of the history of the United States is the period from the American Revolution to the present. This period is characterized by the growth of the United States as a world power, the Civil War, the Reconstruction period, the Gilded Age, the Progressive Era, the Great Depression, and the Second World War.



REDEVELOPMENT PLAN OF CENTRAL COMMERCIAL AREA

SHOWING OFF-STREET PARKING FACILITIES

BLOOMSBURG, PENNSYLVANIA

S U R V E Y S O F E X I S T I N G C O N D I T I O N S

MAXIMUM DEMAND

Surveys of parking in and near the main business area at times of peak load, Saturday afternoon and evenings, indicated that 425 cars were parked in an "improper" manner, on one or both sides of heavily travelled side-streets, in narrow alleys, or in a dangerous, disorganized manner in the rear of commercial buildings.

NORMAL DAILY DEMAND

Based upon surveys of parking conditions at various time of the day on normal week days, it was found that during morning and afternoons 65 to 90 cars were parked in an "improper manner" within or in the immediate vicinity of the commercial area. Of these, 20 to 45 were parked in the vicinity of Pine Avenue (Between Main and Third Streets). During the evening hours there were only 8 to 12 vehicles parked in the alleys.

P A R K I N G F A C I L I T I E S R E Q U I R E D

Based on the above surveys,--estimating that 80% of the cars "improperly" parked on the periphery of the commercial area were there for shopping purposes, and allowing a 5% increase for "generated" parking demand due to provision of new parking space--it is estimated that parking facilities for 482 vehicles are required at time of peak demand.

P R O P O S E D P A R K I N G P L A N

It is proposed that a Municipal Authority be established as authorized by State law to sell bonds, acquire property, improve and operate a parking area on property adjoining Pine Street in the rear of the south side of Main Street. This parking area will accommodate 238 cars, or 57 percent of the number of cars now "improperly" parked on a normal Saturday evening.

This "Minimum Plan" has attempted to minimize property damage.

F I N A N C I A L A N A L Y S I S O F P R O P O S E D P L A N

ACQUISITION AND CONSTRUCTION COST

The assessed valuation of property required has been estimated at \$117 per parked car. The cost of improvements, including installation of parking meters and paving, is estimated at \$120 per parking space.

THE UNIVERSITY OF CHICAGO

CHICAGO, ILL.

OFFICE OF THE DEAN
540 EAST 58TH STREET
CHICAGO, ILL. 60637
TEL. 373-3100

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ADMISSIONS OFFICE

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For information on admission, visit our website at www.uchicago.edu or call 1-800-392-2643. For more information on our programs, visit our website at www.uchicago.edu/programs.

ECONOMIC FEASIBILITY

It is proposed that parking meters be installed in the parking area, the income to be used in defraying the costs of acquisition and improvement, to place the project on a self-supporting financial basis.

On the basis of the foregoing surveys of Normal and Peak demands for parking facilities, it is estimated that each parking space will be used a "minimum" of 18.6 hours per week. With installation of parking meters this will net a weekly average income of \$0.93 per meter. The attached chart entitled "Economic Feasibility" indicates that with this income, an acquisition cost for the required land up to 7.6 times the assessed valuation can be paid, and the project constructed and operated on a self-liquidating basis.

EXPECTED RESULTS OF PROPOSAL

This project will have far more valuable effects upon the Town, the merchants and the property owners - effects which in themselves justify adoption of the plan.

EFFECT UPON COMMERCIAL ACTIVITY AND PROPERTY VALUES

1. *Ease and convenience of parking will attract to Bloomsburg a far greater percentage of the "mobile purchasing power" mentioned above.*
2. *Commercial structures abutting on parking area can utilize the rear of buildings as additional frontage. Thus, existing waste area is transformed to valuable frontage.*
3. *Additional property can be developed for expansion of existing concerns and attraction of new concerns - all convenient to the large reservoir of purchasers in the parking area.*
4. *Convenient loading facilities will be provided.*
5. *The concentration of the commercial area about the parking lot will make it possible for purchasers to go from store to store and complete their intended purchases with a single parking.*
6. *All of the foregoing will increase property values and commercial activity, thereby benefitting property owners, merchants and the Town as a whole.*

EFFECT UPON SAFETY AND ATTRACTIVENESS OF COMMERCIAL AREA

1. *Removal of unsightly structures would increase value of adjoining property. The removal of serious danger from fire that is present in these old tinder-dry frame structures is important.*

The first part of the paper discusses the importance of the study and the objectives of the research. It also mentions the scope of the study and the limitations. The second part of the paper discusses the methodology used in the study. It mentions the data sources and the statistical methods used. The third part of the paper discusses the results of the study. It mentions the findings and the conclusions. The fourth part of the paper discusses the implications of the study. It mentions the policy recommendations and the future research.

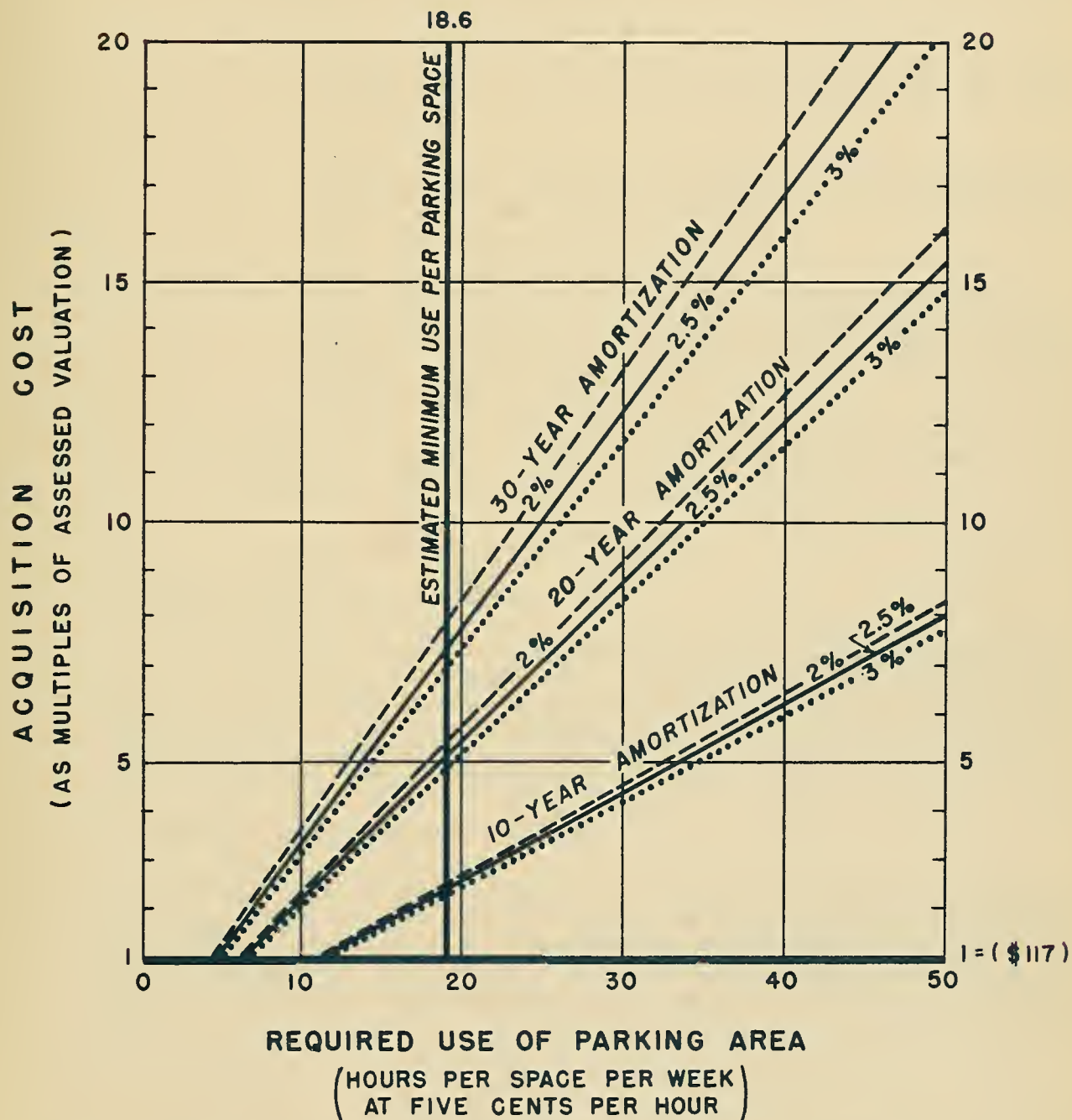
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OFF-STREET PARKING PROGRAM

BLOOMSBURG, PENNSYLVANIA

ECONOMIC FEASIBILITY



AMORTIZATION CURVES INCLUDE INITIAL IMPROVEMENT COST OF \$120 PER PARKING SLOT.

2. *There is a serious safety hazard present in the disorganized, unauthorized parking of vehicles in alleys and back yards. This would all be removed or controlled.*

EFFECT UPON TRAFFIC CIRCULATION

1. *Main Street would serve its primary purpose - the free movement of vehicles - more adequately.*
 - (a) *Removal of a large amount of unnecessary cruising traffic in search of parking space during periods of maximum congestion.*
 - (b) *Removal of loading trucks from south side of Main Street. Provision of loading space in parking lot will remove one-half of a serious traffic hazard as well as providing more convenient parallel loading facilities.*
 - (c) *Concentration of pedestrians upon walkways from parking area to Main Street will permit a more efficient and safe control of pedestrian crossing of Main Street. This constitutes a major source of traffic interference during intensive shopping periods.*
2. *Permit more rigid restriction of parking on narrow streets to assure their use for the movement of vehicles.*

GENERAL REMARKS

PIECEMEAL ACTION IS IMPOSSIBLE

This plan is economically feasible and can be quickly accomplished. However, it cannot be accomplished in any piecemeal fashion, for improvement of one part of the area will immediately cause a rapid increase in property value of all adjoining properties. This would make the later acquisition of these adjoining properties for expansion of the parking area prohibitive. It must be done all at once or else it cannot be done.

A BROADER PLAN IS POSSIBLE

The plan discussed above concerns a minimum area selected to minimize property damage but does not fill all the needs for parking and redevelopment of the commercial area. This plan can be expanded to include redevelopment of the entire central commercial area. Such a plan is illustrated in attached plan and perspective views of a Redeveloped Commercial Area.

THE UNIVERSITY OF CHICAGO
LIBRARY

CHICAGO, ILLINOIS 60637

DATE: 10/10/1980

TO: THE UNIVERSITY OF CHICAGO

FROM: THE UNIVERSITY OF CHICAGO

SUBJECT: THE UNIVERSITY OF CHICAGO

RE: THE UNIVERSITY OF CHICAGO

THE UNIVERSITY OF CHICAGO

CHICAGO, ILLINOIS 60637

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PERSPECTIVE VIEW
SHOWING
REDEVELOPED CENTRAL COMMERCIAL AREA
OFF-STREET PARKING FACILITIES
BLOOMSBURG, PENNSYLVANIA

THE PUBLIC SCHOOLS

Today we consider the community not alone responsible for providing instruction in the basic elements of reading and writing but many other aspects of education as well. Our form of living has become so complex that for the protection of the individual and for the protection and preservation of the community, the Commonwealth and the Nation, the responsibilities of the community for the provision of education have increased many fold. It is important that we be prepared for the future, which will bring even greater expansion of those elements which we today readily accept as part of the public education system.

Bloomsburg has three outstanding needs that must be met by the School District. The two ancient elementary school buildings must be replaced with modern structures on sites that meet the educational and recreational needs of children of the elementary school ages. The second outstanding need is the extension of public education to pre-grade school children. The kindergarten is generally accepted as the responsibility of the public school system in Pennsylvania and yet, due to inadequate facilities, Bloomsburg fails to provide such service. The third need is for supplementing the indoor and outdoor recreational facilities of the existing high school.

ELEMENTARY SCHOOLS

EXISTING SCHOOLS

Benjamin Franklin Elementary School

Over 20 percent of the children of elementary school age of Bloomsburg are being educated at the Benjamin Franklin Elementary School of Bloomsburg State Teachers College, at no cost to the taxpayers of Bloomsburg.

This school provides for kindergarten and grades 1 to 6 with 30 students per class, as well as a special class of 20. The facilities provided for education and recreation are modern and complete.

Existing Town Elementary Schools

Bloomsburg is served by two ancient structures, constructed in 1870 and 1875, - the Third Street and the Fifth Street Schools. A better realization of what the age of these structures implies in relation to public education, lies in the fact that the two buildings were constructed 20 and 25 years prior to the passage of the first compulsory school attendance law in Pennsylvania.

These two 12 room school houses provide space only for purely instructional classrooms. The toilet facilities are located in dark, dank, poorly lighted and poorly ventilated basements. As structures, they cannot be considered, by any standard, adequately serving as elementary schools. Let us examine some of the other characteristics of these schools:

1. *Location: They are very well-located with respect to the residences of the school population as is indicated on the map titled "Proposed School Plan". However, the sites are subject to criticism in that a large number of children must cross main traffic arteries and railroads in traveling to and from school.*
2. *Site Area: The Third Street School site is 1.25 acres of which only 0.85 acres are available for out-door recreational facilities. The Fifth Street School has a site area of only 0.77 acres of which only 0.37 acres are available for play space. It is generally accepted that the minimum site area for an elementary school is five acres.*

There is no need to analyze any structural aspects of these buildings that are older than 95 percent of the residents of the Town. It is surprising that the parents have tolerated such poor facilities for the education of their children. The State Department of Education has, on numerous occasions, informally protested against the continued use of these ancient structures. These buildings must be replaced almost immediately by structures and sites that not alone meet today's minimum requirements, but schools that will not be outdated for many years to come.

ESTIMATE OF FUTURE NEEDS

On the basis of the population estimates and school census statistics it is indicated that Bloomsburg will have a need for accommodating 784 elementary school students by 1960. In addition, facilities will be required for 69 kindergarten students. This is recommended as the design capacity for new schools.

RECOMMENDATIONS

Two sites for elementary schools are recommended to replace the two ancient and seriously inadequate existing schools. The geographic distribution of the population of Bloomsburg indicates that two schools cannot serve the entire Town and be within one-half mile walking distance of all students. On the other hand, the total number of elementary school children does not warrant any more than two schools. Thus, there must always be some children who walk more than one-half mile to school.

School Site No. 1

This recommended site is the vacant block bounded by Market, Fifth Jefferson and Sixth Streets. It comprises 3.8 acres of well graded land. Although this area is less than the minimum of five acres that would be desired for an elementary school, it is the only sizeable tract of vacant land located within the built-up area of the Town. The site area might be considered as being supplemented by the establishment of a play area in the site of the existing Third Street School - a matter of 1.25 acres.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
JANUARY 1951

TO THE HONORABLE CHAIRMAN
OF THE BOARD OF TRUSTEES
OF THE UNIVERSITY OF CHICAGO

Very respectfully,
Yours truly,
[Signature]

CHICAGO, ILLINOIS

Enclosed for the Board of Trustees are two copies of the report of the Committee on the Proposed New Building for the Department of Chemistry, prepared by the Committee on the Proposed New Building for the Department of Chemistry, dated January 10, 1951.

Very truly,
[Signature]

Enclosed for the Board of Trustees are two copies of the report of the Committee on the Proposed New Building for the Department of Chemistry, prepared by the Committee on the Proposed New Building for the Department of Chemistry, dated January 10, 1951.

Very truly,
[Signature]

Enclosed for the Board of Trustees are two copies of the report of the Committee on the Proposed New Building for the Department of Chemistry, prepared by the Committee on the Proposed New Building for the Department of Chemistry, dated January 10, 1951.

PROPOSED SCHOOLS BLOOMSBURG

P E N N S Y L

TOWN PLANNING

BLOOMSBURG TOWN PLAN

1947

PREPARED BY
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, PENNS.

SCALE IN FEET

EXISTING



ELEMENTARY SCHOOL



HIGH SCHOOL



CONSOLIDATED SCHOOL



LIMIT OF 1/2-MILE WALK
FROM ELEMENTARY

ONE ELEMENTARY

ONE HIGH



HEMLOCK TOWNSHIP
MONTGOMERY TOWNSHIP

RUPERT

ESPY

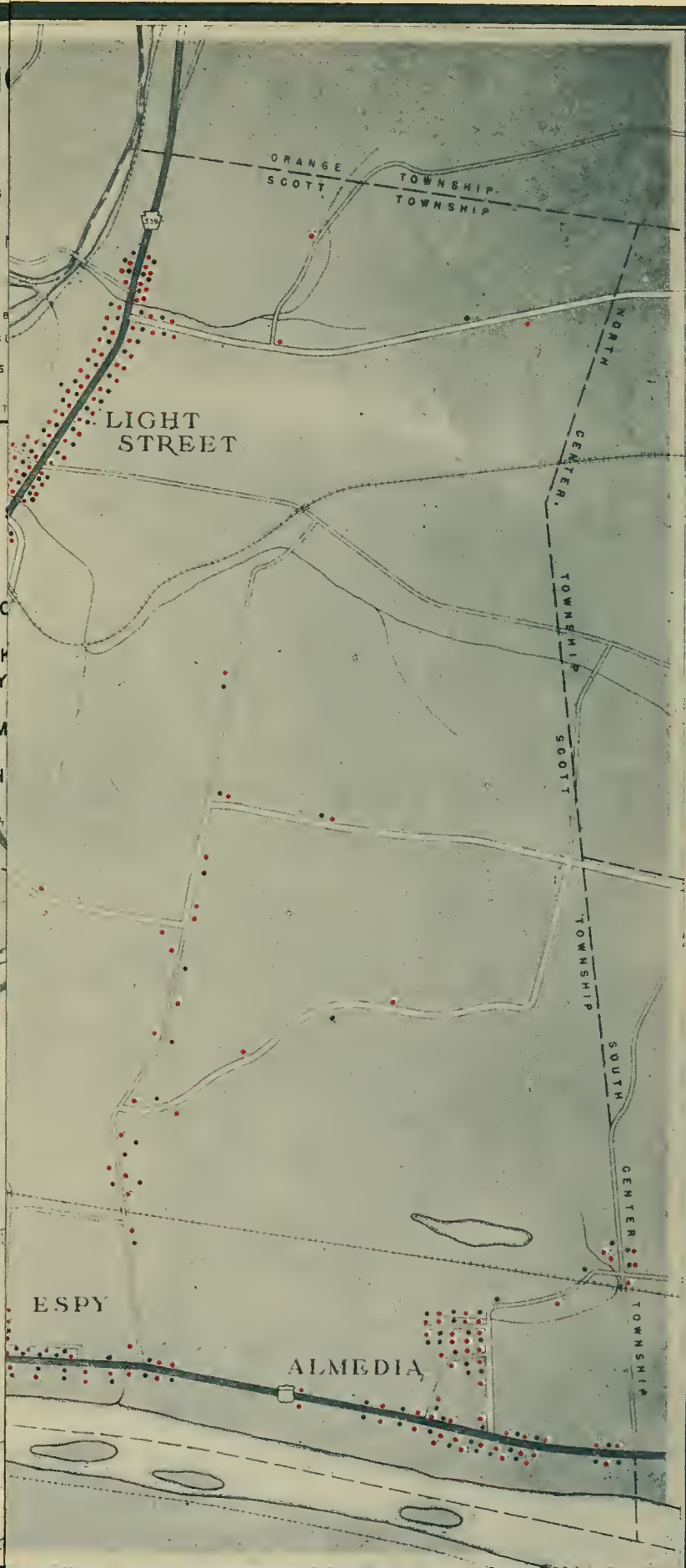
ALMEDIA

ORANGE
SCOTT

TOWNSHIP
TOWNSHIP

NORTH
CENTER
TOWNSHIP
SCOTT

SOUTH
CENTER
TOWNSHIP



PROPOSED SCHOOL PLAN BLOOMSBURG & VICINITY PENNSYLVANIA

TOWN PLANNING SURVEY

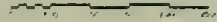
BLOOMSBURG TOWN PLANNING COMMISSION

1947

PREPARED BY

MICHAEL BAKER, JR. CLIFTON E. ROGERS
CONSULTING ENGINEER TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE IN FEET



EXISTING

- ELEMENTARY SCHOOL SITES
- HIGH SCHOOL
- CONSOLIDATED SCHOOL

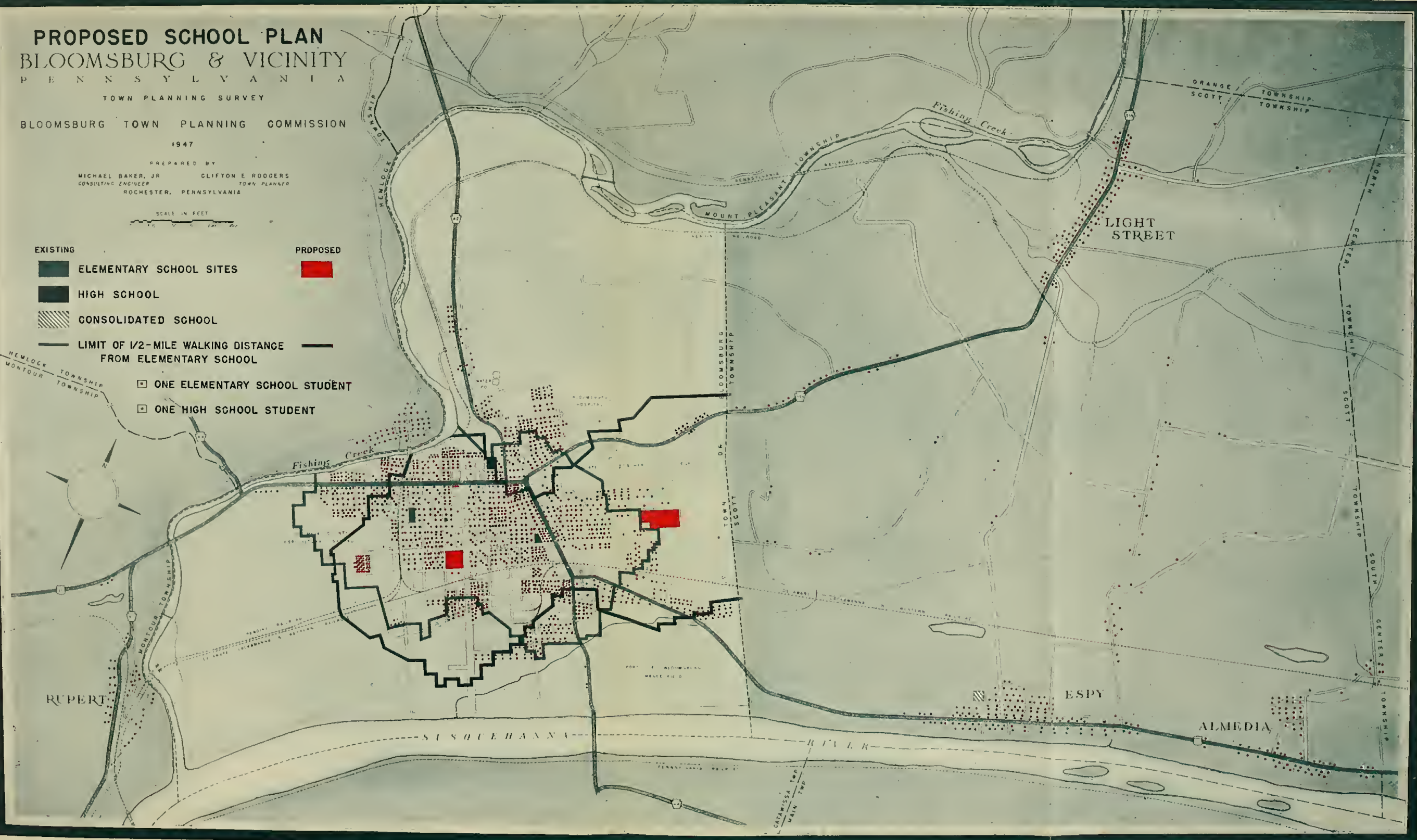
PROPOSED



LIMIT OF 1/2-MILE WALKING DISTANCE
FROM ELEMENTARY SCHOOL

ONE ELEMENTARY SCHOOL STUDENT

ONE HIGH SCHOOL STUDENT



This site, it must be recognized, is the only large block of vacant land above flood level that is at all centrally located. It is the only possible site for an elementary school in the western part of Town. On the other hand, the value of this site makes it economically unfeasible for it is to be acquired by purchase or condemnation. Even if the School Board were to ignore the unsound economics of the extremely high site cost per student served, the limited borrowing power of the School Board would necessarily delay for a number of years, the carrying out of this badly needed program of replacement of ancient school buildings.

Therefore, it is recommended that the School Board immediately consult with the owners of this property and with civic associations to develop some plan whereby the School Board may acquire this site by means other than purchase or condemnation.

School Site No. 2

This site is the vacant rolling land located between Anthony Avenue and Brugler Street and between Oak Street and a point 120 feet east of Locust Street.

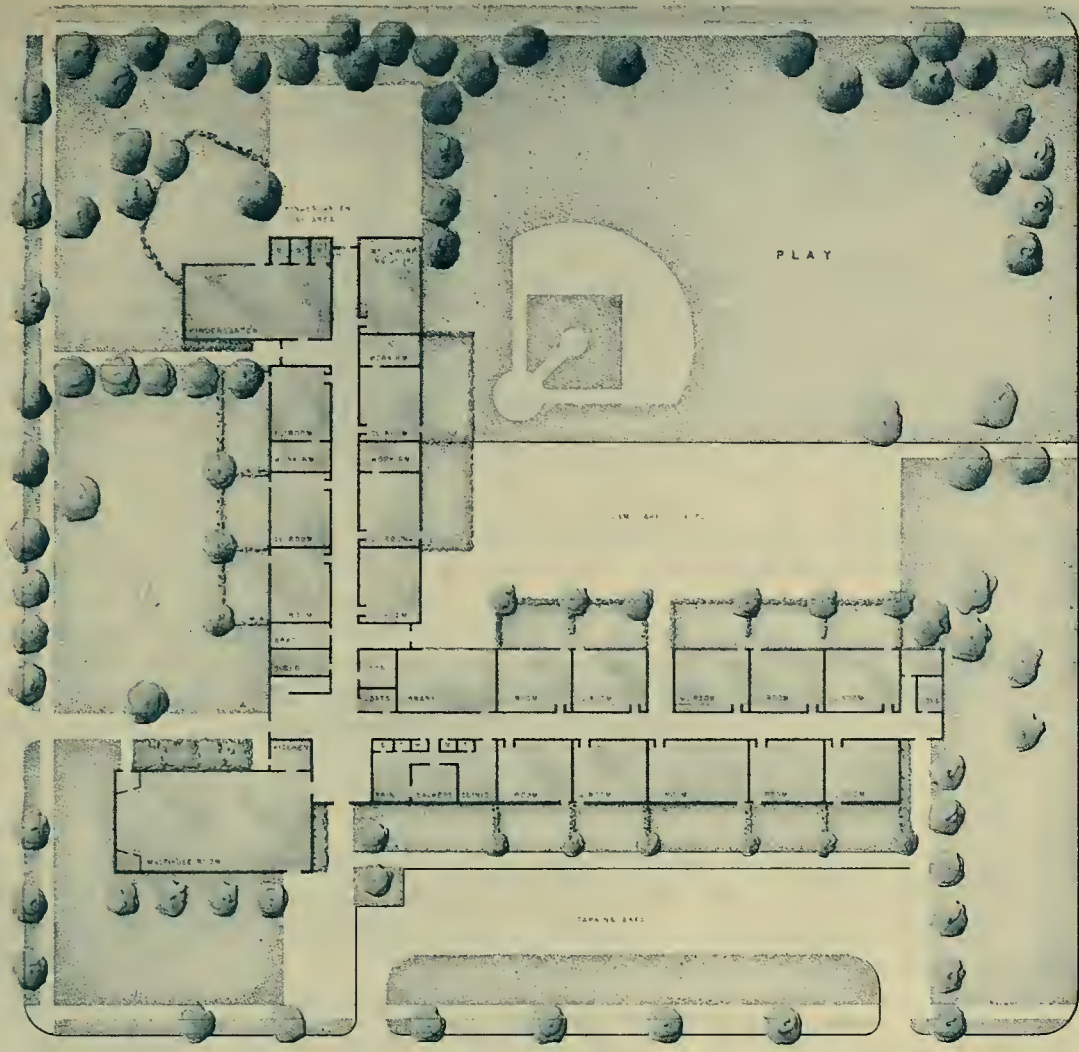
It will be noted that the school population thins out near this site. But it is in this direction that much of the growth of the Town is taking and will take place. This site will serve the new homes being constructed on Lightstreet Road, College Hill, Fifth Street, and Berwick Road. These areas of growth represent a major portion of the total growth of the Town.

This site comprises 8.14 acres in all, of which approximately six are suitable for development with school building and playground. The remainder must be acquired partly to provide better access to the lower area near Fifth Street and partly because it would become wasteland for, without the upper area, it is worthless. This wooded area on a steep slope could be developed as a natural park - a desirable adjunct to a school site.

School Structures

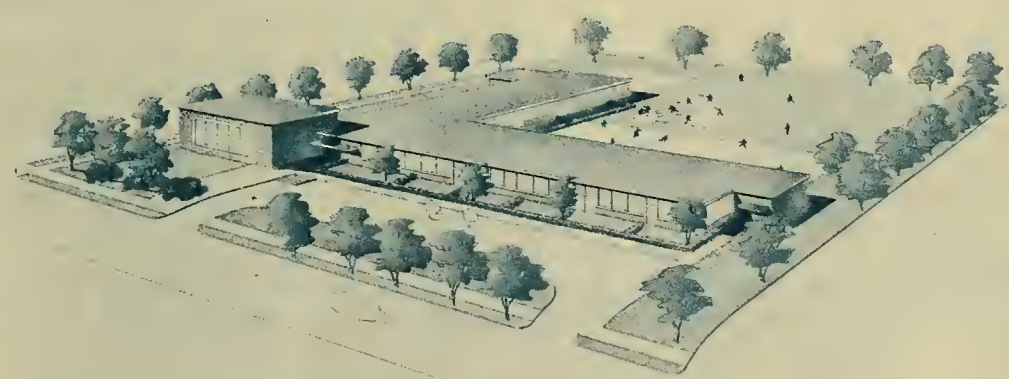
It is recommended that the Market Street site contain an elementary school of 16 classrooms to serve grades 1 to 6; a multi-purpose room to serve as gymnasium and auditorium for indoor active and passive recreation and entertainment as well as group educational activities; and kindergarten facilities for one class. The kindergarten should have its own outdoor play space, entrance and washroom facilities all separated from those of the older children. For the children in the grades there should be provided a grassy area for softball, soccer and similar games as well as a paved area for volley ball, roller skating, etc. Estimated construction cost is \$400,000.

Site No. 2 is proposed as a ten classroom school so designed as to permit future expansion if needed. This school will also contain the indoor recreational facilities recommended for the above school as well as similar kindergarten facilities. However, this site will permit the out-



FIFTH STREET

P L A N



P E R S P E C T I V E

PROPOSED MARKET STREET SCHOOL
BLOOMSBURG, PENNSYLVANIA

door play space to be much more extensive than that of the Market Street site. Construction cost is estimated at \$325,000.

Existing High School

It is estimated that the existing high school will be adequate to accommodate future enrollment insofar as class-room facilities are concerned. However, the high school building has two outstanding deficiencies: (1) It is located on the edge of the main business area, requiring that students intermingle with the commercial traffic congestion and (2) It is seriously limited with respect to provision of both indoor and outdoor recreational facilities.

Due to the heavy investment already in the school building, built in 1925, and due to the inability to transfer the building to another use, it is impossible to alleviate these disadvantages by relocation. The realization of a Community Center Building on an adjoining site as discussed in the section on "Recreation" will supplement the recreation facilities and do much to alleviate that deficiency. However, the disadvantages in location are at present insurmountable.

R E C O M M E N D E D P R O G R A M

The program recommended to the School Board is a minimum program providing two new elementary schools. Due to the limited borrowing power of the School District, (\$234,000 as of 1948) the two schools can only be constructed in 1952 and 1960, despite the need for immediate replacement of the existing elementary school buildings.

The new buildings will permit the provision of kindergarten facilities for only one-half of the estimated demand. It is hoped that the School District will find some method to expand its program by additional income to permit provision of two additional kindergarten classes. In order to minimize the walking distance of these very young children, such facilities will have to be located in other than the elementary schools. The existing school sites could very well serve this purpose after construction of the new school buildings.

On the basis of an estimated \$45,000 available each year under current tax rate and income, and existing indebtedness, the following program is recommended.

- 1948 - *Acquisition of Elementary School Site No. 2 for future construction and minor improvement of the site for use as a play field until construction of this school in 1960. All improvements can be designed and located to serve also for the ultimate use of this site for school purposes.*

- 1949 - Architects fees to be paid for the preparation of necessary plans and specifications for the construction of the Market Street School. This will permit of construction starting as soon as bond issue is approved. The architects fee has been computed as 8 percent of the estimated cost of construction of \$425,000 of which 75 percent of this fee is for preparation of designs and specifications.
- 1951 - Redemption of 1926 bond issue of \$125,000 from reserve fund as set up under this program.
- 1951 - Immediate issuance of a \$400,000 bond issue for construction of Market Street School, interest rate estimated at 2%.
- 1952 - Capital outlay of \$10,000 for supplementary equipment for new school.
- 1959 - \$20,000 capital expenditure for current revenue to pay legal and architectural fees for the preparation of designs and specifications for new elementary school No. 2 to be constructed in 1960.
- 1960 - Bond issue of \$325,000 at estimated 2% for construction of School No. 2. Borrowing power estimated to have increased to \$507,000 by increase in assessed valuation.
- 1972 - Final bonds redeemed.

S U M M A R Y

The above recommended program provides for replacement of the two existing, inadequate elementary schools with modern structures and facilities that will meet present day educational requirements. The program as set forth can be realized within the financial limitations of the local school board and with no increase in the school tax rate. Completion of the building program can be effected within the next twelve years, the Market Street School being built in 1952 and the Fourth Street School in 1960.

SCHOOL REORGANIZATION

Act 361, of the 1947 General Assembly provides for consolidation of schools and reorganization of School Attendance Areas and Administrative Districts throughout the State. The provisions of this Act as carried out in Columbia County will have a definite influence upon the above school program and presents a challenging opportunity for coordination of local and County school planning efforts.

The Columbia County School Plan prepared in accordance with directions embodied in the act incorporates Bloomsburg in an Elementary School Attendance Area with Montour and Hemlock Townships. For the purpose of high school attendance, Mount Pleasant Township is also included in the Attendance Area. The entire Attendance Area centers on both elementary and secondary school facilities to be provided in Bloomsburg. For the purposes of school administration the Bloomsburg Attendance Area is incorporated in a larger Administrative District with Scott, Orange, Centre and Mifflin Townships.

Ultimate realization of this program will require expansion of the proposed Fourth Street School to contain 18 class-rooms. This can be easily accomplished on the recommended site and with the proposed flexible type of school construction. The present high school facilities in Bloomsburg will be adequate to service the entire Attendance Area with no additions required, except in provision of the additional recreation facilities recommended.

It should be noted that while the additional borrowing power of townships in the Attendance Area or Administrative District can be used to supplement the required building program, the added fiscal capacity is not so great as would first appear. Bringing in these township areas requires an additional \$165,000 to be spent in the school improvement program while adding only \$67,800 to the Bloomsburg School Board's total borrowing capacity. On the basis of the entire Administrative District, financial requirements for school improvements are increased by \$650,000 while the additional potential borrowing capacity is only about \$220,000.

It is apparent that accomplishment of much needed school improvements on a reorganized, larger area basis, and in a reasonable length of time, will require State aid. The State School Authority already appointed to assist municipalities in financing school improvements will no doubt be effective for this purpose. However, State funds will likely not be available unless the proposed improvements are in accordance with a consolidation and reorganization plan specified in Act 361. Constant cooperative action will be required with adjoining townships as well as the County in carrying out this program.

2013-14-2015-16

1. The first part of the report is a summary of the work done during the year. It includes a list of the projects completed, a description of the work done on each project, and a summary of the results of the work.

2. The second part of the report is a detailed description of the work done on each project. It includes a description of the objectives of the project, a description of the methods used, and a description of the results of the work.

3. The third part of the report is a summary of the work done during the year. It includes a list of the projects completed, a description of the work done on each project, and a summary of the results of the work.

4. The fourth part of the report is a detailed description of the work done on each project. It includes a description of the objectives of the project, a description of the methods used, and a description of the results of the work.

5. The fifth part of the report is a summary of the work done during the year. It includes a list of the projects completed, a description of the work done on each project, and a summary of the results of the work.

PARKS AND RECREATION

Every adult in Bloomsburg should ask himself the following questions; "Where did I play when I was six years old, where when twelve, and where when eighteen?" Most of us will discover that what was then play area is no longer available to the children of today. But let us go further. We cannot consider that recreation is purely a child's affair. A recreational program involving both indoor and outdoor facilities, both active and passive recreation, must serve all age groups of the community.

The complex conditions encountered in modern everyday life serve to intensify the need for mental relief and physical exercise and relaxation. With increasing specialization of work and training activities, additional leisure time has of necessity been made available. The 40-hour week has placed upon the community the additional responsibility of providing means for a proper utilization of leisure time - a utilization that will provide relaxation from the intensified activity of earning a livelihood and utilization of those capabilities not used in production.

EXISTING FACILITIES

As discussed in the section of this report entitled "Existing Land Use", the Town of Bloomsburg has very limited recreational facilities of any kind.

There are two existing recreational facilities which bear mention and which can be used as part of a larger proposed program. One is the high school athletic field, (3.5 acres), which, though poorly located, can be used as an athletic area for school teams and other organized athletic groups. There are several shortcomings concerned with this facility: (1) it is the only large athletic area available and is not supplemented by a regular practice field; (2) being in use for organized athletic teams, it does not offer the opportunity for participation in sports by unofficial unorganized groups; and (3) there is no organized off-street parking area for the use of spectators. A proposed recreation program should rectify these shortcomings.

The other existing facility referred to is a small park (1.8 acres), located along Main Street on the west end of Town. This area is far too small and poorly located for extensive use. If supplemented by similar areas located throughout the Town, it could serve a strictly neighborhood recreational function.

There are several other small play areas located as adjuncts to the existing elementary schools and the high school. These areas are considered as inadequate and in fact will be revised as part of the proposals on schools and the community center War Memorial. The vacant area at the foot of Market Street owned by the Town and commonly referred to as "park" is not considered as such. It is at present neither improved nor maintained as park area. Location below the flood line and at great distance from the center of population render this area unfeasible for use except as reservation.

RECREATIONAL NEEDS

TYPES OF RECREATIONAL AREAS

1. *Play Lots:* - small local play areas for pre-school-aged children equipped for the use of the children and with benches, etc. for mothers in supervising play, located within 1/8 mile of all Town residents. 40 units required.
2. *Playgrounds* - Active play areas for children ages 5 to 14 during school and after school hours. Such playgrounds should also include a small area reserved for use as a play lot for the younger children. Thus two play facilities can be combined in one area. Maximum walking distance to playground should be 1/4 to 1/2 mile. Two units required. 3-5 acres each.
3. *Playfield* - large active play area should be available to high school students and grown-ups for active sports such as baseball, football, etc. The Playfield can very well have adjacent to it a Playground and a Play lot, thereby providing facilities for the entire family. One unit required, 20 acres. A community recreation buildings should be included as part of the Playfield.
4. *Park Lands and Reservations* - should be provided for both active and passive outdoor recreation. These facilities should take advantage of natural topographic features such as woods, streams, hills, etc. and should offer hiking trails, picnic areas, bridle paths, etc.

The provision of all the features necessary to meet the above standards would not be at all feasible for the Town of Bloomsburg. Not that such facilities are unnecessary, but due to the compact nature of the development of the Town, inadequate open space is available to provide facilities where necessary. Therefore, the above standards have been applied in limited manner to permit adaptation to existing resources.

RECOMMENDATIONS

COMMUNITY RECREATION CENTER BUILDING AS BLOOMSBURG WAR MEMORIAL

There is no better form of memorial in honor of those citizens of the Town that gave their lives in the last war than a Community Center. They served Nation, Commonwealth and Town to the maximum, and it is indeed fitting that the people of the Town memorialize their service by providing a means of continuous, perpetual service to the community. They gave their lives for all of us - adults, children and our children's children - and we can best show our gratitude by continuing this service to the community.

It is recommended that a community recreation building be constructed with funds raised by popular subscription on the inadequate "play space" west of the high school building. This structure will provide an indoor swimming pool, gymnasium with balcony, bowling alleys, children's play rooms, several rooms for meetings, reading, talks and discussions. The gymnasium can also be used as a dance floor. With adjacent lounges and kitchens it can be utilized for community banquets or as a snack bar for participants in games and dances.

The facilities contained within the Community Center can be used to supplement the inadequate gymnasium facilities of the high school *during* school hours. In addition, the auditorium and vocational facilities of the high school can be used to supplement the Community Center *after* school hours, for *all* members of the community. The Community Center Building therefore performs a two-fold function.

COMMUNITY PLAYFIELD

Here again a dual-purpose proposal is made. It is recommended that the Town and the Fair Association co-operate in developing a community playfield on the eastern end of the Fairgrounds. For 50 weeks a year the Town will have a highly desirable outdoor recreation area, and during Fair Week all facilities will be available to the Fair Association. An additional week will be available for transformation to and from Fairground purposes.

It is proposed that the Town arrange with the Fair Association for lease and improvement of the entire east end of the Fair Grounds - an area of approximately 20 acres. Development of this area can include provision of all the facilities needed for the large scale type of athletic activity, i.e. baseball, football, soccer, etc. for all groups of participants. This will include a full-sized official football field and running track centered on the grandstand, as well as a separate practice field and a field for use by non-organized participants. Another important feature of this area will be an outdoor swimming pool designed for full-scale public use, as well as for Fair-time use in aquatic entertainment. Included also can be ample tennis courts, adequate space for lawn games, play facilities for smaller children, and a large organized parking area.

EXISTING ATHLETIC FIELD

During the period of development of the Fairground area, the existing athletic field will continue to be used in its present capacity. Should this prove to be an extended period of time, measures should be taken to provide relief for the parking problem encountered at this site, as well as to provide additional area for a suitable practice field. There exists an area of vacant land south of the athletic field which is suitable for both these purposes. This vacant area, north of Ninth Street and west of Iron Street, comprises almost 6.5 acres. A temporary practice field and parking area could be established in this location with a minimum of clearing and grading.



COMMUNITY CENTER
BLOOMSBURG, PENNSYLVANIA

When the larger recreational project at the Fairgrounds is completed and placed in operation it is recommended that the entire recreation system be reevaluated on the basis of experience and a use be proposed for the athletic field. It is probable that it will still be needed as a supplement to playfield activities, while it may prove more expedient to develop it as a different type of recreation area.

PLAYGROUNDS

Playground facilities will be developed as a part of the proposed new elementary school sites. It is estimated that approximately 2.5 acres of land will be available for playground development in the Fifth Street site, while about 4.0 acres will be available on the other site. The total area is slightly less than that desired, but here the scarcity of vacant land, especially on the Fifth Street site, modified the solution. On the other hand, these facilities will be well located within reasonable walking distance of nearly the entire population, as discussed more fully in the school report. It is recommended that a Playlot area also be incorporated in the Fourth Street site, in order to avoid acquisition of another site in this general vicinity for this purpose.

PLAYLOTS

As indicated above Playlots are recommended to be developed on the Fourth Street Elementary School site and on the Fairgrounds Playfield proposal. Other Playlots are recommended for development as shown on the Recreation Map.

WOODED AREAS AND RESERVATIONS

There exists one remaining recreational need to be satisfied. This need is concerned with provision of wooded reservation areas, with picnic and camping facilities, scenic spots, hiking trails, bridle paths, etc. There are numerous wooded areas within the Town limits which can satisfy these conditions, and it is recommended that these areas be acquired and reserved for public recreational use. Very little cost will be encountered in development of these areas. A minimum of underbrush removal and provision of a few picnic tables, shelters and outdoor camp-fires should suffice. The areas recommended can be seen on the Recreation Map.

Additional areas that are or would become virtually waste land are recommended in the section on Ultimate Land Use to be acquired for reforestation. This also will make available additional woodland suitable for recreation.

THE UNIVERSITY OF CHICAGO
DEPARTMENT OF CHEMISTRY
CHICAGO, ILLINOIS 60637

TO THE EDITOR OF THE JOURNAL OF THE AMERICAN CHEMICAL SOCIETY
FROM THE DEPARTMENT OF CHEMISTRY, UNIVERSITY OF CHICAGO
RE: [Illegible Title]
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PROPOSED RECREATION PLAN BLOOMSBURG, PENNSYLVANIA

-  RESERVATION
-  PLAYLOT
-  PLAYGROUND
-  PLAYFIELD





SUMMARY OF RECREATION PROGRAM

Bloomsburg, Pa.

Type Area	Location	Acreage	Facilities Provided
Community Center	Present High school site and adjoining property	3.8	Recreation bldg., swimming pool, gymnasium, arts and crafts, outdoor play space
Community Athletic Center	East end of fair grounds	20.1	Official athletic field and grandstand practice field, field for unorganized participants, swimming pool, tennis courts, parking area
Athletic Park	Iron St. between 7th and 8th Sts.	3.5	Athletic field and grandstands (temporary practice field and parking area to be provided)
Playground	New 5th St. School site	2.5	Large game court, swings, slides
Playground	New 4th St. School site	4.0	" "
Playlot	In athletic area at fairgrounds	2.5*	Swings, sand-boxes, slides, see-saws, benches and park area
Playlot	In new 4th St. School site	0.5*	" "
Playlot	In old 5th St. School site	1.2	" "
Playlot	In old 3rd St. School site	1.4	" "
Playlot	Intersection of Glen Ave. & Millville Road	0.8	" "

* Acreage is included in larger area indicated.

MEMORANDUM FOR THE RECORD

1. PURPOSE

The purpose of this memorandum is to provide a summary of the information received from the various sources regarding the activities of the various groups and individuals who are active in the field of the study of the history of the United States. The information was obtained from the various sources mentioned in the list of references at the end of this memorandum.

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SUMMARY OF RECREATION PROGRAM

Bloomsburg, Pa.

Type Area	Location	Acreage	Facilities Provided
Playlot	In block between Fair Ave. and 1st Street	0.8	Swings, sand-boxes slides, see-saws, benches, & park area
Playlot	9th St. and Railroad Avenue	1.1	" "
Playlot	9th St. and Poplar Street	1.4	" "
Playlot	West end of Main Street	2.3	" "
Wooded Recreation Area	Strip along river and Fishing Creek South and west boundaries. Includes riverfront "park".	79.5	Benches, tables, fireplaces, bridge path, hiking trails, picnic shelters
Wooded Recreation Area	Between raceway and Fishing Creek northeast to Arbutus Park	90.4	" "
Wooded Recreation Area	North of Light-Street Road, below hospital	2.9	Benches and tables
Wooded Recreation Area	Areas between proposed highway by-pass and built-up area	180.3	Benches, tables, fireplaces, hiking trails, picnic shelters

SEWERS AND SEWAGE DISPOSAL

SEWAGE DISPOSAL

A plan has already been adopted by the Town Council for a sewage disposal plant and a site has been acquired. This is in accordance with a directive of the State in carrying out its stream purification program. The financing, construction and operation of this sewage disposal plant, and perhaps garbage disposal, is to be accomplished by a Municipal Authority set up in accordance with recent State legislation.

SEWAGE COLLECTION SYSTEM

EXISTING SITUATION

Despite the tremendous investments the Town has made in its sewer system, no complete record is available of the system and no attempt is made to maintain a record of new construction. This is one of the deficiencies resulting from the absence of a full-time administrator in the Town government.

The absence of a sewer plan for the entire Town prevents maximum utilization of all sewers constructed. Each new sewer extension must be treated as a separate unit to serve immediate demand, instead of a part of a larger plan for the drainage area which will meet tomorrow's needs as well as today's.

The growth of the Town northward and eastward will require considerable revamping of all sewer trunk lines in the relatively near future.

RECOMMENDATIONS

It is recommended that when the Municipal Authority is established to undertake the construction and operation of the Sewage Disposal System, the entire sanitary sewer system of the Town be operated by the Authority. A condition may be imposed that the Authority have prepared a comprehensive plan for a sewer system for all the area in Town that has potential for development. It is not recommended that this design include the area classified as agricultural use on the Ultimate Land Use Map.

With the Municipal Authority operating the Sewage Disposal System and the Sewage Collection System, all activities concerning sanitary sewers can be consolidated into one agency.

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


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AVAILABLE
BLOOMSBURG
PENNSYLVANIA
TOWN PLAN

BLOOMSBURG TOWN

PREPARED BY
MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, N.Y.

SCALE
1" = 1 MILE

-  AREA SERVED
-  AREA SERVED
-  AREA SERVED



AVAILABLE UTILITIES BLOOMSBURG & VICINITY PENNSYLVANIA

TOWN PLANNING SURVEY

BLOOMSBURG TOWN PLANNING COMMISSION

1947

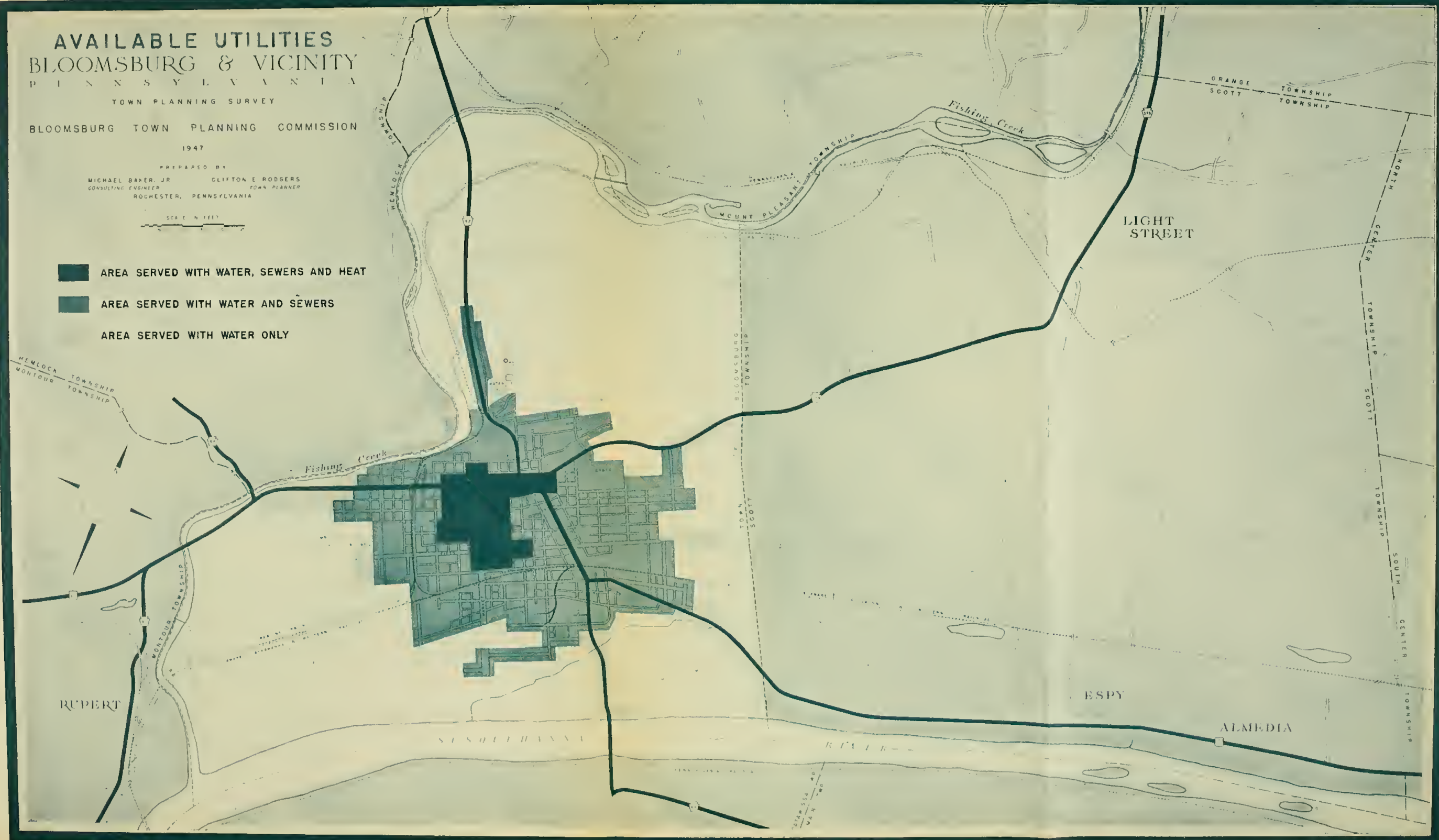
PREPARED BY

MICHAEL BAKER, JR. CLIFTON E. RODGERS
CONSULTING ENGINEER TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE IN FEET



- AREA SERVED WITH WATER, SEWERS AND HEAT
- AREA SERVED WITH WATER AND SEWERS
- AREA SERVED WITH WATER ONLY



S U R F A C E D R A I N A G E

The storm water drainage system is inadequately designed and maintained. A comprehensive design is necessary. The damage to pavements and private property in a short time would pay for the design of a comprehensive system of storm water drainage.

One of the difficulties of storm water drainage in Bloomsburg is the unsound layout of existing streets. The steep slopes of some streets act as stream beds, concentrating the water to an extent that prevents interception by drains and basins.

The control over the development of new sub-divisions that the Town Planning Commission will have will prevent the recurrence of this error.

T O P O G R A P H I C S U R V E Y

Before any sewer system, either sanitary or storm water, can be designed, or properly designed extensions made to the existing system, a topographic survey of the Town should be made. This survey should show all street grades, curbs, general topography, location of all sewers and drains as well as elevations, etc. This survey can provide information that will result in great savings in the design and location of public improvements.

Co-operative effort between the Town Council and the Municipal Authority upon this project will result to the mutual advantage of both.

FUTURE RESIDENTIAL EXPANSION

In order to anticipate the outcome of future expansion, it is necessary to understand some of the factors that are likely to influence residential growth. An analysis of expansion tendencies includes study of the following features:

1. *Family needs for housing, due to population growth.*
2. *Availability of sites suitable for residential development because of desirable topographic features, location, etc.*

From the above information, estimates can be made as to the number of housing units likely to be produced in future years, together with an indication of area and location of sites likely to be developed. This information will be invaluable in providing a basis for the zoning of presently undeveloped areas.

HOUSING NEEDS

On the basis of anticipated population growth, and allowing for the provision of new dwelling units already accomplished during the war years by "conversion" and "doubling up"--it is estimated that Bloomsburg will have developed a total need for new housing by 1960 of 531 dwelling units. This will require a construction rate of 44 dwelling units per year.

During the construction boom years - 1920-29 - there was a total of 391 dwelling units constructed in Bloomsburg, or a yearly construction rate of 39 units. In the latter half of this period, homes were built at the rate of 43 units per year. These facts indicate a capacity for local absorption of a sustained construction period of the magnitude estimated above.

Inasmuch as most of the existing housing is of the single family detached and semi-detached type, new construction will probably continue to be of that variety with an increasing preference shown for the detached house. However, due to the large number of working couples in Bloomsburg, a sizeable market may be found for the garden type apartment - the two-story, walk-up - with adjoining yard space. It is generally designed to accommodate small, low-rent apartments, placed one above the other and each containing kitchen, bath, living room and one to three bedrooms.

As nearly as can be determined, most of the families seeking this type of housing can afford no more than \$40 per month rental. Rental housing today, or within the foreseeable future, is not available at this figure. If housing is to be made available, some form of assistance is necessary. Whether it takes the form of 10 year tax abatement, utilization of Town acquired land, or any other form of assistance from the municipality, or even a modern form of insurance company, will depend upon local attitudes. It is merely the function of this survey to indicate whether or not land is available for the housing that is required. How the existing demand can be rendered an effective demand (able to pay) and whether or not it should be, is for local

determination. It must be recognized that Bloomsburg has never had dwelling units produced within the full income range of its residents.

AREAS FOR RESIDENTIAL DEVELOPMENT

A study of open areas within the Town limits indicated that ample space exists to accommodate 808 new dwelling units in the following probable price categories:

<i>Moderate priced dwellings</i>	<i>408 Units</i>
<i>Intermediate priced dwellings</i>	<i>200 Units</i>
<i>High priced dwellings</i>	<i>200 Units</i>
<i>Total</i>	<i>808 Dwelling Units</i>

TRENDS AND IMPLICATIONS

Although the above analysis indicates that a foreseeable residential construction boom can be absorbed on existing sites within the Town limits, some further implications will bear analysis.

The natural tendency is for new construction to take place along existing transportation routes, while the bulk of sites discussed above is on totally raw land. A suddenly released and unplanned-for construction boom might follow the high ground along Lightstreet Road or in the open areas along Berwick Road, quickly stretching out into the neighboring township. This would involve a number of complications, including a loss to the Town of taxable property. It is evident that, for the community's welfare, every effort should be made to encourage development of those suitable sites located within the Town limits.

It is unlikely, however, that the suitable raw areas lying on the fringes of the developed area will be built upon by individuals seeking new building lots. On the other hand, well planned, larger scale developments on these sites might well prove attractive to prospective buyers, neutralizing the trend to out-of-town ribbon development. Attractively laid-out developments in these areas may also have the effect of encouraging additional development by those potential buyers who are on the border-line of indifference. This factor is important in offsetting the naturally lagging features of the market, bringing actual construction up to meet the developed need.

From a longer range viewpoint, the competition of out-of-town sites is bound to be partially successful in finding a market among Bloomsburg residents. This possibility is evidence of the need for a wider planning area than that contained within present political boundaries. Its potential disadvantages can be offset only through cooperative planning action with the adjoining township.

DESIRABLE INDUSTRIAL AREAS AND RESIDENTIAL SITES

TOWN OF BLOOMSBURG
COLUMBIA COUNTY, PENNSYLVANIA

TOWN PLANNING SURVEY
1947

SCALE IN FEET
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AREA SUITABLE FOR RESIDENTIAL
DEVELOPMENT

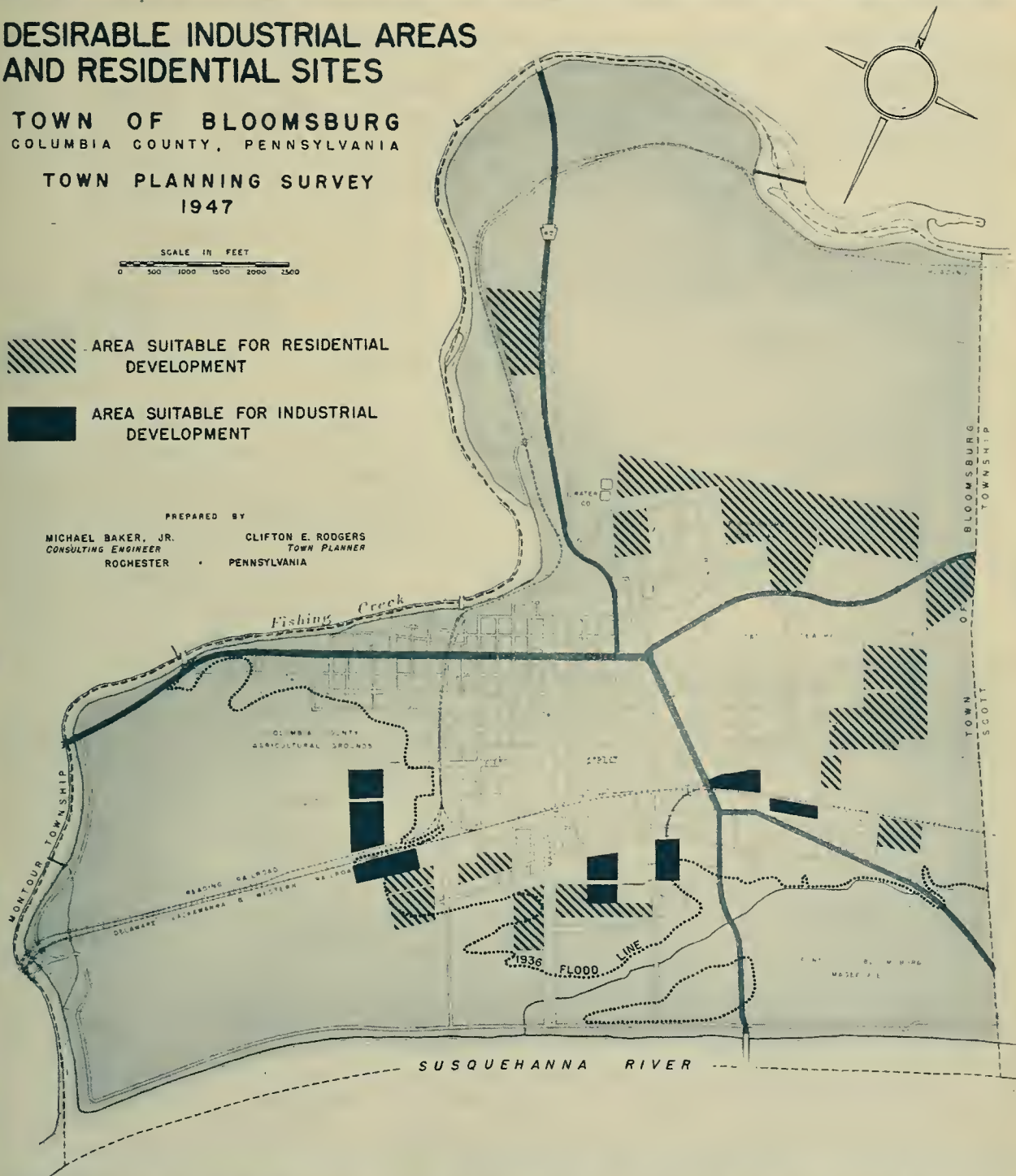


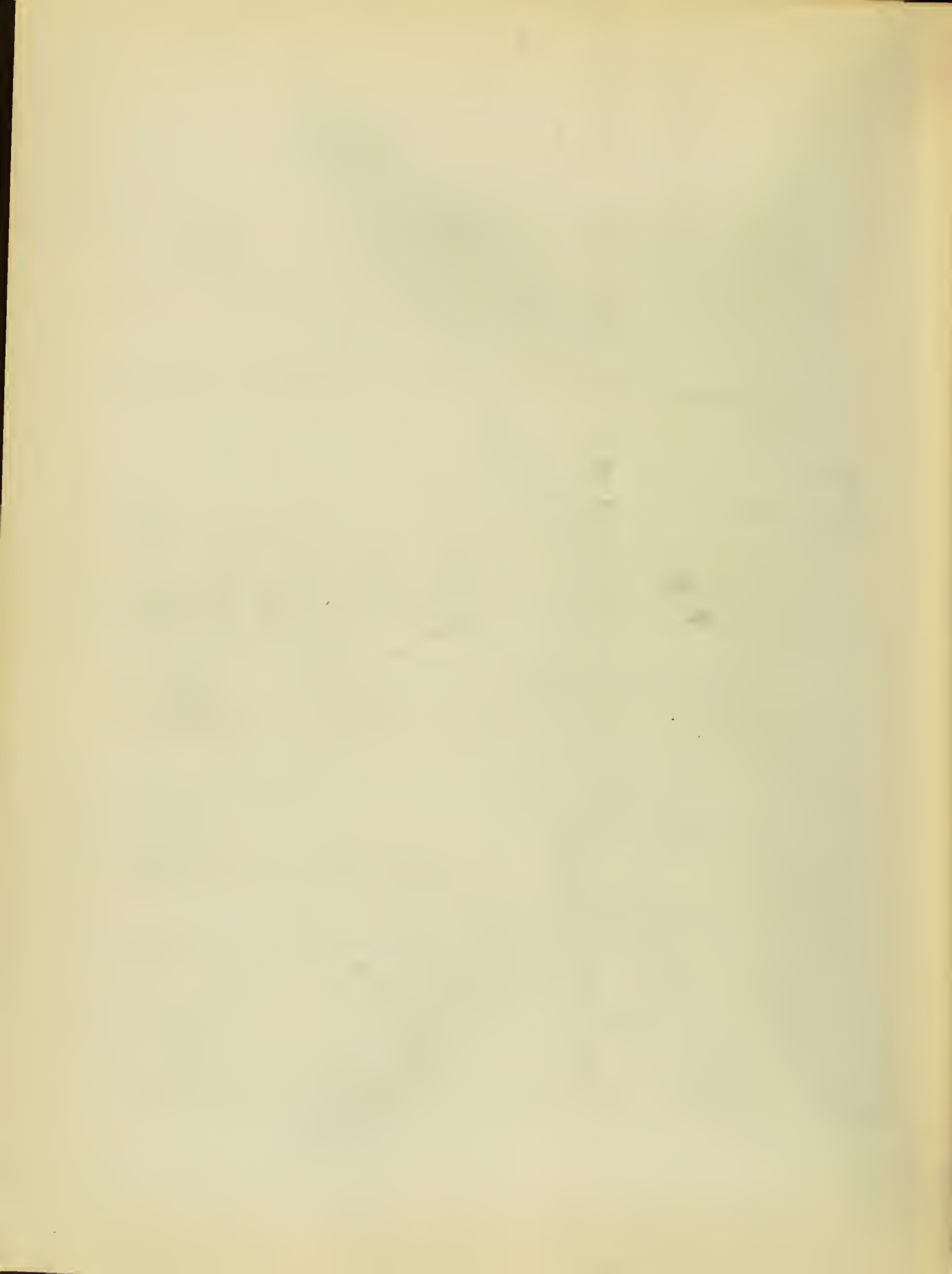
AREA SUITABLE FOR INDUSTRIAL
DEVELOPMENT

PREPARED BY

MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER

CLIFTON E. RODGERS
TOWN PLANNER
PENNSYLVANIA





U L T I M A T E L A N D U S E

The trends and implications indicated by the existing land-use analysis, together with the proposals contained in the studies on schools, highways, parking and recreation, have resulted in the formulation of an over-all ultimate land-use plan, which is presented on the Ultimate Land-Use Map. Used in conjunction with projected public works, the zoning ordinance, and the regulation of new subdivisions, the ultimate land-use plan can act as an aid in guiding future Town development.

In addition to the changes indicated in other sections of the report, some further recommendations have been made in the ultimate land-use proposals.

T H E F L O O D P L A N

The Ultimate Land-Use Plan endeavors to deter any building in areas below the 1936 flood line as shown on the map. Such development would prove costly to the Town, to the property owner, and to the entire community. Through zoning control an attempt is made to deter the installation of municipal services such as streets and sewers in this area. A more forceful recommendation to prevent such undesirable, uneconomic, and unnecessary development along the proposed Highway By-Pass is made in the section on "Reforestration".

Flood control in Bloomsburg is not economically feasible. A minimum plan for flood control in Bloomsburg investigated by the U. S. Army Engineers stated "The annual charges for flood protection works investigated for Bloomsburg greatly exceeded the annual benefits which would be obtained--"(1).

R E S I D E N T I A L U S E

In the foregoing section on "Future Residential Expansion" it has been indicated that Bloomsburg can accommodate foreseeable residential development on sites located within the Town limits.

Development of large desirable vacant areas, such as the hillside lying on country club and hospital property, can be accomplished if future residential areas are designed in advance, as integral wholes. Street patterns can be designed so as to encourage only local residential traffic while at the same time take advantage of natural topographic features. As needs for additional housing become apparent, portions of the area can be developed in accordance with the over-all plan and layout. Used in combination with subdivision regulations specifying minimum sized lots, the process can result in well laid out, attractive and healthful residential neighborhoods, a boon to the entire community.

(1) Letter of August 27, 1947, Baltimore District Engineer

ULTIMATE L BLOOMSBURG P E N N S Y L

TOWN PLANNING

BLOOMSBURG TOWN PL

1947

PREPARED

MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, PENN.

SCALE IN FEET

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AGRICULTURAL AND
LOW DENSITY RESIDENTIAL

WOODLAND

WOODED RECREATION AREA

RESIDENTIAL

CENTRAL BUSINESS

NEIGHBORHOOD

AUTOMOTIVE

INDUSTRIAL

RAILROADS

RECREATION

CEMETERIES

LIGHT
STREET

ORANGE
SCOTT

TOWNSHIP
TOWNSHIP

NORTH

SCOTT

TOWNSHIP

SCOTT

TOWNSHIP

SCOTT

TOWNSHIP

HEMLOCK
MONTGOMERY



MONTGOMERY
TOWNSHIP

RUPERT

ESPY

ALMIRA

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ULTIMATE LAND USE BLOOMSBURG & VICINITY PENNSYLVANIA

TOWN PLANNING SURVEY

BLOOMSBURG TOWN PLANNING COMMISSION

1947

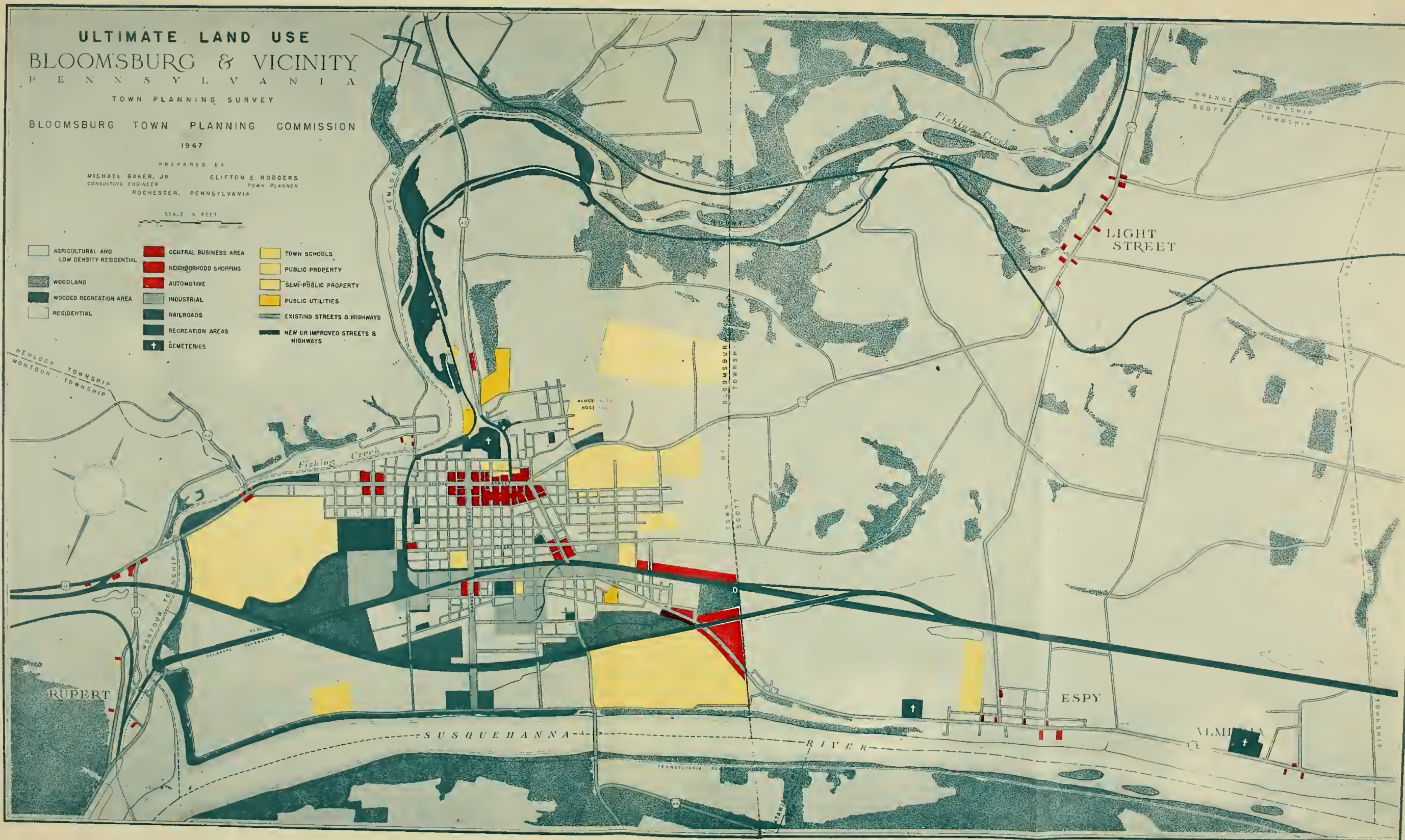
PREPARED BY

MICHAEL BAKER, JR.
CONSULTING ENGINEER
ROCHESTER, PENNSYLVANIA

CLIFTON E. RODGERS
TOWN PLANNER

SCALE IN FEET
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|--|-----------------------|------------------------------------|
| AGRICULTURAL AND LOW DENSITY RESIDENTIAL | CENTRAL BUSINESS AREA | TOWN SCHOOLS |
| WOODLAND | NEIGHBORHOOD SHOPPING | PUBLIC PROPERTY |
| WOODED RECREATION AREA | AUTOMOTIVE | SEMI-PUBLIC PROPERTY |
| RESIDENTIAL | INDUSTRIAL | PUBLIC UTILITIES |
| | RAILROADS | EXISTING STREETS & HIGHWAYS |
| | RECREATION AREAS | NEW OR IMPROVED STREETS & HIGHWAYS |
| | CEMETERIES | |



COMMERCIAL USE

Commercial facilities have been consolidated in various centers throughout the town and have been classified according to the type and level of service performed:

1. *Central Business Area* - As a result of the off-street parking lot, it is estimated that the Central Business Area will become consolidated in the area above. This will involve further commercial development southward to Third Street to take full advantage of frontage on the proposed parking area. This central area will offer a high level of business, commercial, and entertainment features to the surrounding regional population.
2. *Neighborhood Shopping Centers* - Specific centers have been proposed for use in servicing residential neighborhoods with everyday shopping facilities. The areas indicated are already partly developed with such facilities, and with zoning enforcement, further development can be kept within the prescribed centers.
3. *Decentralized Automotive - Commercial Areas* - Specific commercial areas have been proposed on the fringes of the developed area, along main highways and at important highway intersections. Existing development of this type has been considered, and the impact of the new highway has also been evaluated. Commercial development in these areas will likely be of a special type, including service stations, used car lots, roadside stands, and farm machinery show rooms.

INDUSTRIAL USE

The entire strip along the D. L. & W. Railroad has been proposed for industrial use. The areas included are all at least partially developed with industrial facilities now, and it is anticipated that the trend will continue, forcing out the few spots of isolated housing. Scattered industrial facilities and those which constitute intrusions into residential areas have been declared non-conforming uses. Allowance has been made for their eventual relocation in the proposed industrial area.

SEMI - PUBLIC USE

In order to open up some of the above areas for residential development, reorganization of the present country club and hospital areas has been recommended. In the case of the country club, reorientation on the crest of the hill is now contemplated, and recommendations are in conformity with the contemplated plans. In the case of the hospital, ample room has been allowed for any future expansion needs.

A G R I C U L T U R A L U S E

It is proposed that agricultural land also be permitted to develop with low density residential facilities. Such development would include suburban residential estates. The only implication carried in the term "agricultural" is that Town facilities - sewers and roads - not be extended to these developemnts to the same degree as in the other areas. The peculiarity of the Town's tax system gives justification for this action especially in areas subject to flood.

R E F O R E S T R A T I O N P R O G R A M

With development of the proposed highway by-pass, some problem areas of wasteland will develop. These will be between the fringe of the already built-up area and the proposed highway. These areas, totalling approximately 180 acres, all of which are below the level of the 1936 flood line, will be cut off from the agricultural area by the proposed new highway by-pass. They will be too small for agricultural use, and residential development will be unsafe if done improperly, and uneconomical if done with the proper land fill.

It is proposed that these problem areas be reforestrated as a municipal woods and green-belt, with the added provision that a 100 foot strip be acquired on the south side of the highway and developed in the same manner. Accomplishment of this program will have three main disadvantages:

1. *The green-belt will act as a physical barrier; preventing undesirable, unsafe, residential development below the flood line.*
2. *The combination woods and strip on the south side of the highway will serve as a control over location of roadside commercial stands and bill-boards. In addition, the highway by-pass will become a scenic drive.*
3. *Hiking, camping, and picnic facilities can be provided right on the fringe of the built-up area.*

S U M M A R Y

Various land uses have been discussed thoroughly in other sections of this report. The inter-relation of physical improvements and the land uses cannot be stressed too greatly. The proposed parking area will provide additional commercial area which in turn will attract some existing commercial enterprises out of residential sections. The proposed highway results in the establishment of additional recreational areas. Each facility and service has implications that effect all other aspects of the Town physical and economic activities.

STATE OF NEW YORK

NAME OF THE PERSON	AGE	SEX
John	21	Male
Jane	20	Female
1850	1850	JOHN J. BROWN JAMES H. WHITE WILLIAM C. GREEN
1851	1851	THOMAS A. SMITH
1852	1852	GEORGE F. JONES ELIZABETH L. HARRIS CHARLES D. MILLER MARY E. WILSON
1853	1853	JOHN K. BROWN
1854	1854	JAMES H. WHITE
1855	1855	WILLIAM C. GREEN
1856	1856	THOMAS A. SMITH
1857	1857	GEORGE F. JONES
1858	1858	ELIZABETH L. HARRIS
1859	1859	CHARLES D. MILLER
1860	1860	MARY E. WILSON

TOWN FINANCES

The Town of Bloomsburg has been operating under a deficit-financing system for the past 15 years. Expenditures have consistently exceeded income, with the difference being made up by temporary loans at 2-½ percent interest. After receipt of 90 percent of its tax income for 1947, the Town still had \$42,000 of temporary notes outstanding and three months later this was increased to \$75,000. Bloomsburg is two years behind on its income.

INADEQUATE INCOME

The continuing deficit is the resultant of an inadequate income rather than excessive expenditures. The total revenue of Bloomsburg in 1946 was \$12.73 per capita, whereas 10 boroughs in the same population class had an average per capita revenue of \$15.05.

An analysis of sources of income indicates that the tax on real property provided almost 64 percent of all revenue in 1946 and almost 60 percent in 1947. The average for the ten communities mentioned above was only 44.4 percent. This indicates that although Bloomsburg has inadequate income, we cannot expect much of an increase from the tax on real property.

EXPENDITURES

An analysis of expenditures in 1946 indicates that more than half went to "Streets and Parks". This title is misleading, for the amount of expenditure for recreation was only \$100 of the \$76,159. Bloomsburg has been putting its money into streets - a very important function of local government. There is no doubt that this expenditure is swollen by the back-log of needed paving maintenance delayed until 1946 by the war. However, actual expenditures for recreation should vary from \$1.00 to \$3.00 per capita, whereas Bloomsburg has been spending less than 1 cent per capita.

TEMPORARY LOANS

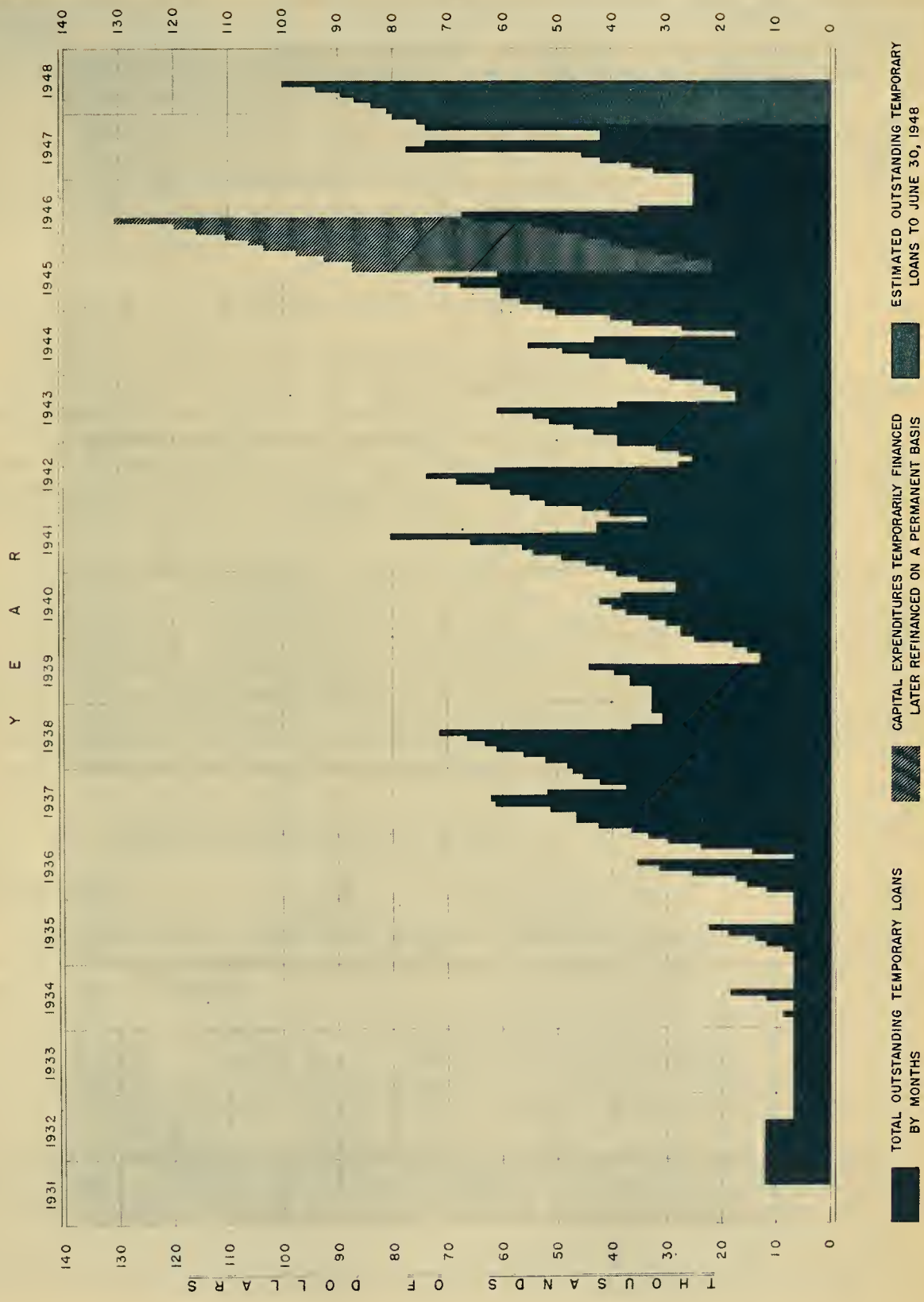
That the existing revenue is inadequate to carry-out the necessary functions of the Town is further indicated in the continuous program of temporary financing from 1931 to 1947.

For years the Town of Bloomsburg has not maintained a balance between its income and expenditures. Deficiencies in income have consistently been made-up by short term borrowing from local banks (notes payable). In the last 15 years there never has been a month in which all "notes payable" have been paid. These temporary loans are not used, as intended, for emergency situations, but instead are used as a means of increasing income to meet expenditures. Upon receipt of taxes in July, each year outstanding "notes payable" are redeemed. However, the accumulation of such temporary loans has now reached the point where they exceed a year's tax income. Only part can be redeemed on August 1st and immediately thereafter additional loans must be made for 12 month's normal operating expenditures.

TEMPORARY LOANS OUTSTANDING

MONTHLY TOTALS - 1931-1947

TOWN OF BLOOMSBURG • COLUMBIA COUNTY • PENNSYLVANIA



The chart entitled "Temporary Loans Outstanding" indicates this process month by month from 1931 to date with very conservative estimates until taxes are due in 1948. Note that after repayment of Temporary Loans in August, there still remains some debt outstanding. This "residual debt" remains - tending to increase each year and constitutes a perpetual debt burden to the community at 2 to 2-1/2 percent interest.

This "residual debt" is more clearly illustrated in the chart of that title. It can be seen by comparison with the equivalent millage scale that for most years the residual debt is so large that the legal maximum tax income of 15 mills could not repay all the "notes payable".

TAXES, RATES, AND VALUATIONS

The main source of the Town revenue is through the Tax on real property. In 1946 this provided almost 64% of the total revenue while the same millage on occupations increased the tax revenue to slightly more than 68%. The accompanying chart "Tax-Rate Analysis" compares the assessed valuation of real property and occupations, the tax rate, and the resulting tax from 1936 to date. To render annual changes comparable, each item has been expressed in terms of percentage of its 12 year average.

This chart indicates that although the tax-rate has been steadily increasing, the resultant tax in dollars has not. In fact, the Town is imposing less dollars of tax today than in 1938, 1939, 1941 and 1942, when the tax rates were lower. This is due, of course, to the rapidly declining Assessed Valuation of real property. It is obvious that the Assessed Valuation of Property has been reduced to escape paying a disproportionate share of taxes to the County. However, the process has necessitated raising the tax-rate to within only 3 points of the maximum legal limit and has seriously impaired the Town's borrowing capacity.

RECOMMENDATIONS

INTRODUCTION

Town Council must break away from the customs inherited from previous administrations and put its financial house in order. This will involve three phases of activity:

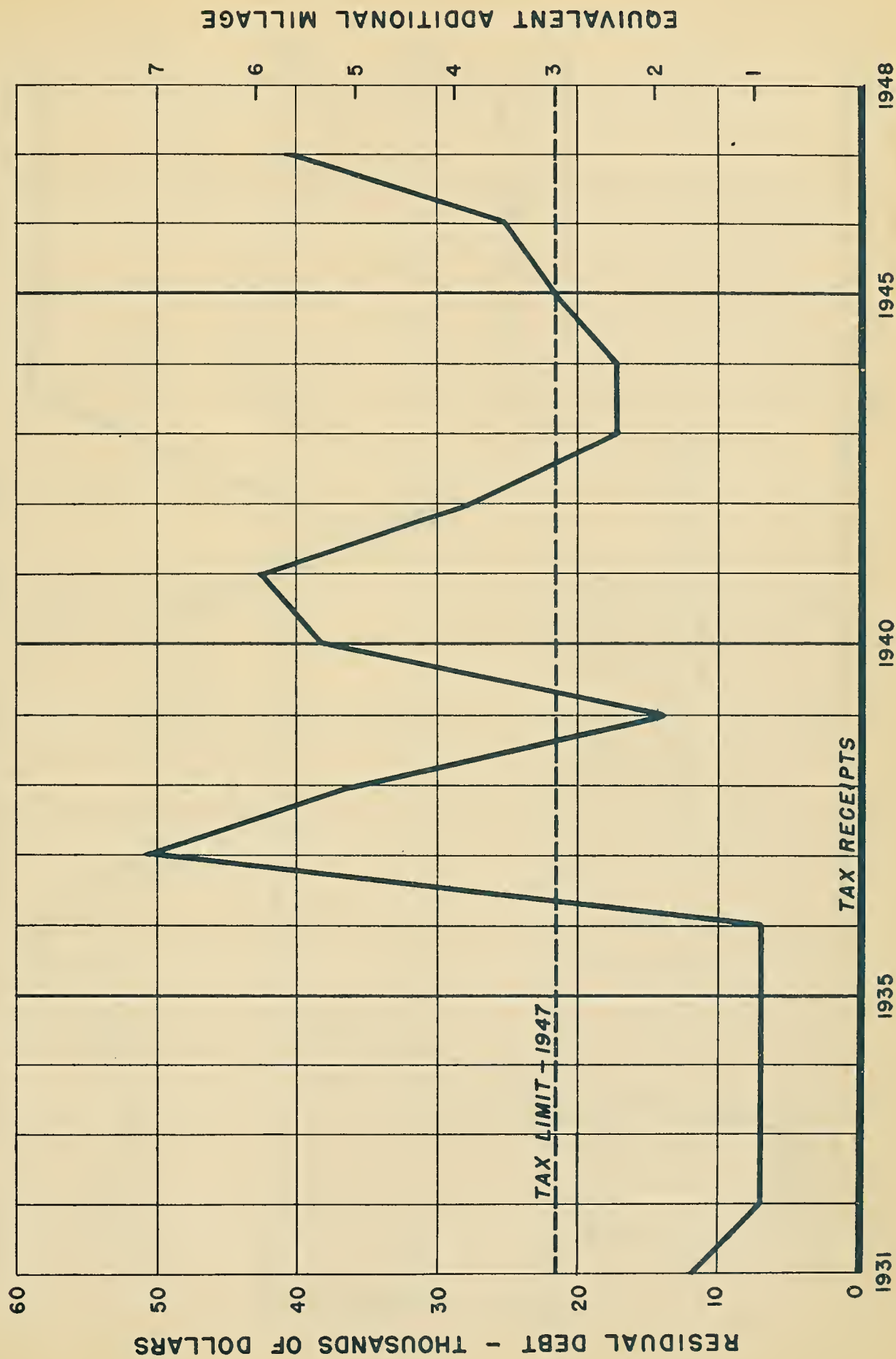
- (1) Rigid control of expenditures.
- (2) Eliminate use of "Temporary Loans" except for unforeseeable emergencies.
- (3) Increase income to meet necessary expenditures.

These three factors are inter-acting, for unless the Town has an adequate income, it cannot avoid temporary loans. As long as "notes payable" are issued, there can be no incentive to sound budgeting of expenditures.

RESIDUAL TEMPORARY DEBT

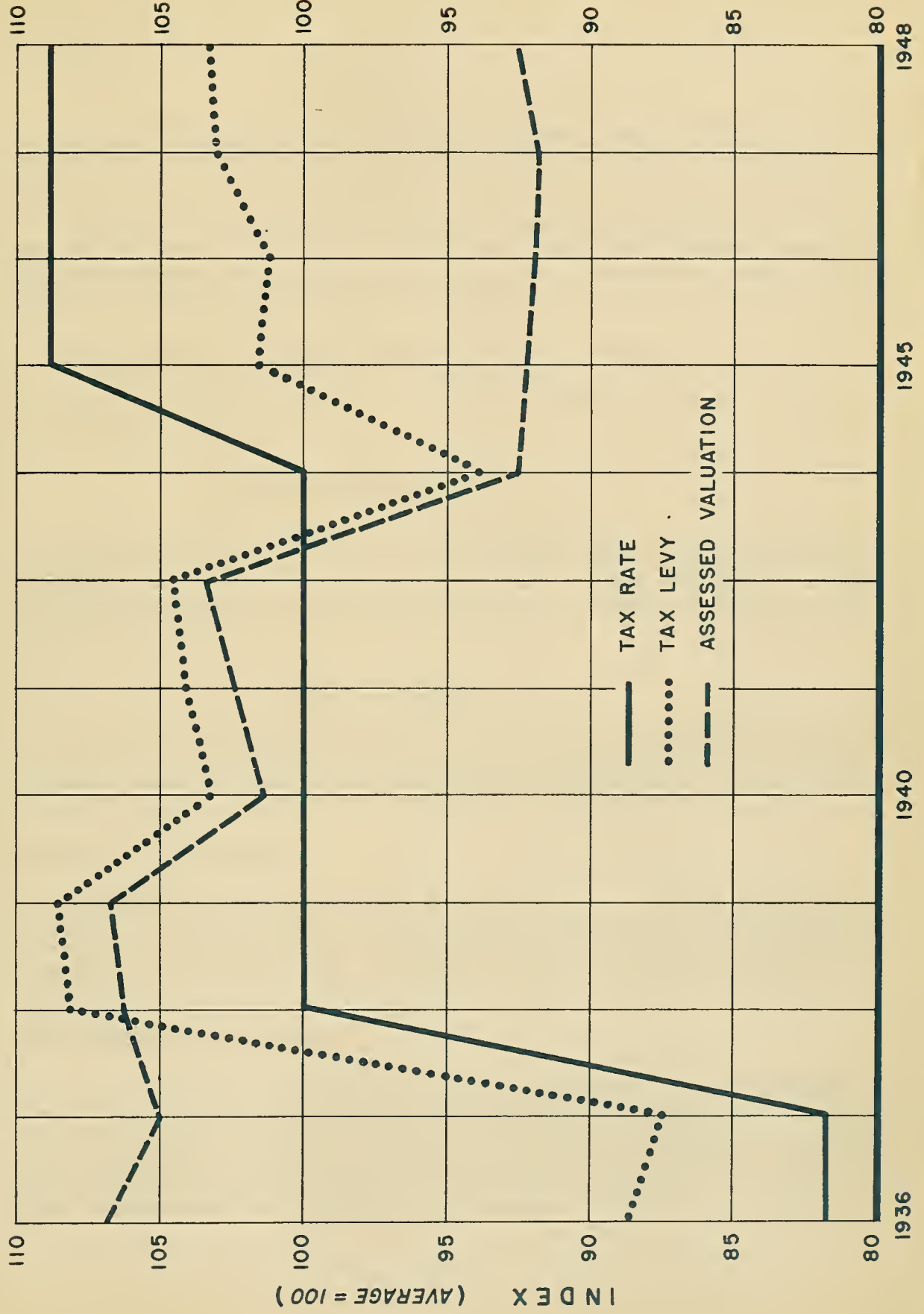
BLOOMSBURG, PENNSYLVANIA

(AS OF AUGUST 31, EACH YEAR)



TAX RATE ANALYSIS

BLOOMSBURG, PENNSYLVANIA



INCREASING REVENUE

Sources

Tax on "privilege, transactions, subjects, occupations", etc. as authorized by Act 481 of the 1947 Legislature. By this act the State recognized the plight of municipalities during a period of rising costs.

Probably the fairest tax authorized under this legislation as it applies to Bloomsburg is one on amusements. This would permit a sizeable source of revenue through levies on admissions to theatres, games, and the Fairgrounds and amusements therein.

Re-evaluation of Fees and Permits for Town utilities

Fees and permits must be re-examined to bring them in line with present day costs.

Local Assessment for Benefit

The cost of improvements of a local nature not directly benefitting the entire Town should be made the financial responsibility of the property-owners benefitted. It is common practice in many communities to assess the adjoining property owners for one-third, one-half, or all the costs for the installation of permanent paving.

Increased Millage

There is a question whether increased millage is justified, with real property paying almost two-thirds of the income of the Town. With additional revenue coming from other sources, and if these sources should be inadequate, a slight increase might be in order.

CONTROL OF EXPENDITURES

A rigid budgeting system must be adhered to - a system that will not utilize temporary financing for any purpose other than strict emergencies. A full time administrator as recommended in the section on "Organization and Administration" will be an excellent aid to Council in preparing and administering such a budget.

EQUALIZATION OF ASSESSMENTS

Bloomsburg must take the lead in urging a county-wide reassessment of real property. As to whether or not the recently adopted State legislation regarding County Equalization Boards is the best vehicle for such activity is a matter for local determination. However, all communities must feel that their property is assessed at the same percentage of true value as that of all other communities in the County.

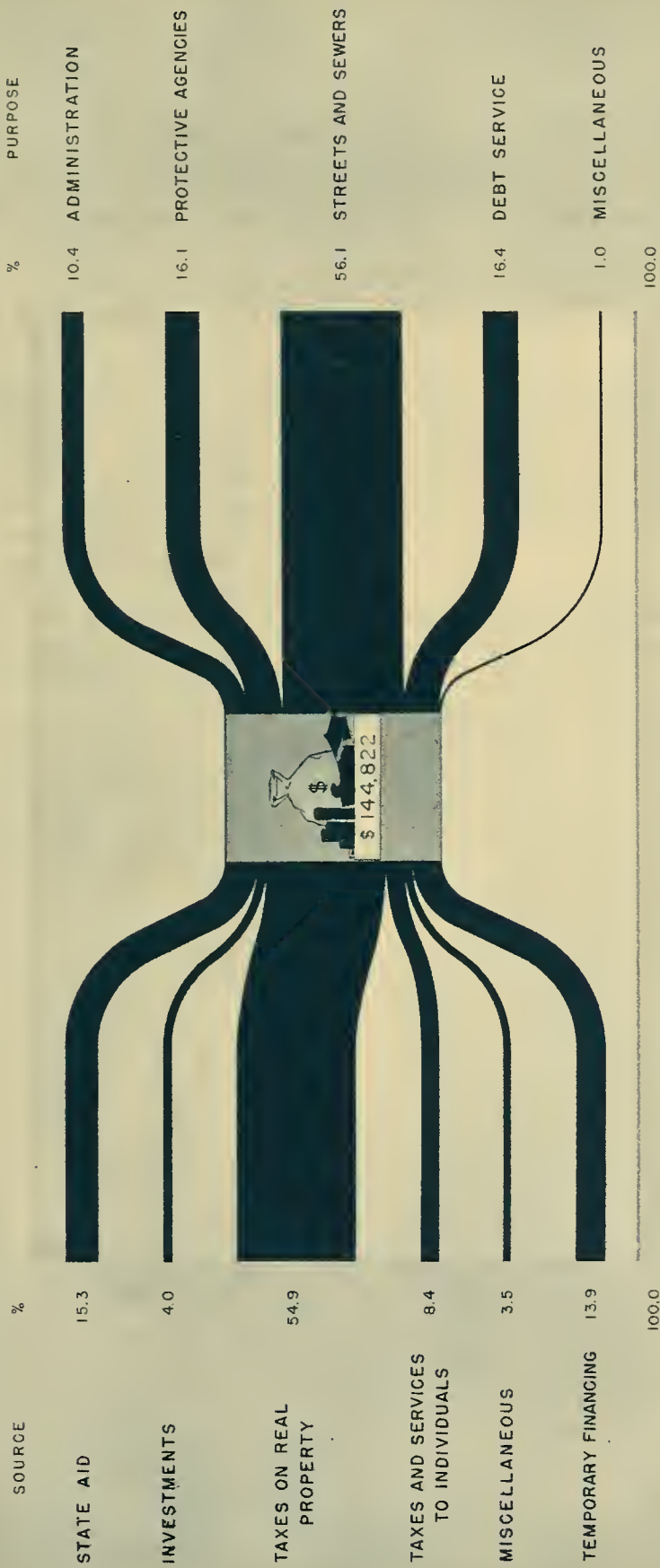
INCOME AND EXPENDITURES

1946

TOWN OF BLOOMSBURG • COLUMBIA COUNTY • PENNSYLVANIA

I N C O M E

E X P E N D I T U R E S



Bloomsburg must also improve its assessment procedure within its own boundaries. It is recommended that assessment maps be prepared to serve as the basis for assessment of real property. Unassessed and inequitably assessed properties have been found during routine investigations of other matters.

LONG RANGE IMPROVEMENTS

As can be seen from the accompanying chart entitled "Bonded Debt" the Town is in good financial shape with regard to borrowing capacity. The present bonded debt is at a level of approximately 30% of the debt limit and can be amortized with present expectations, by January of 1964. Additional bonded debt for public improvements can be taken on safely, provided suitable arrangements can be made to amortize such debt through the Town's taxation and budgetary program.

An analysis of the impact the improvement program recommended in this report will have upon the bonded debt of the Town is considered in the section entitled "Program for Action".

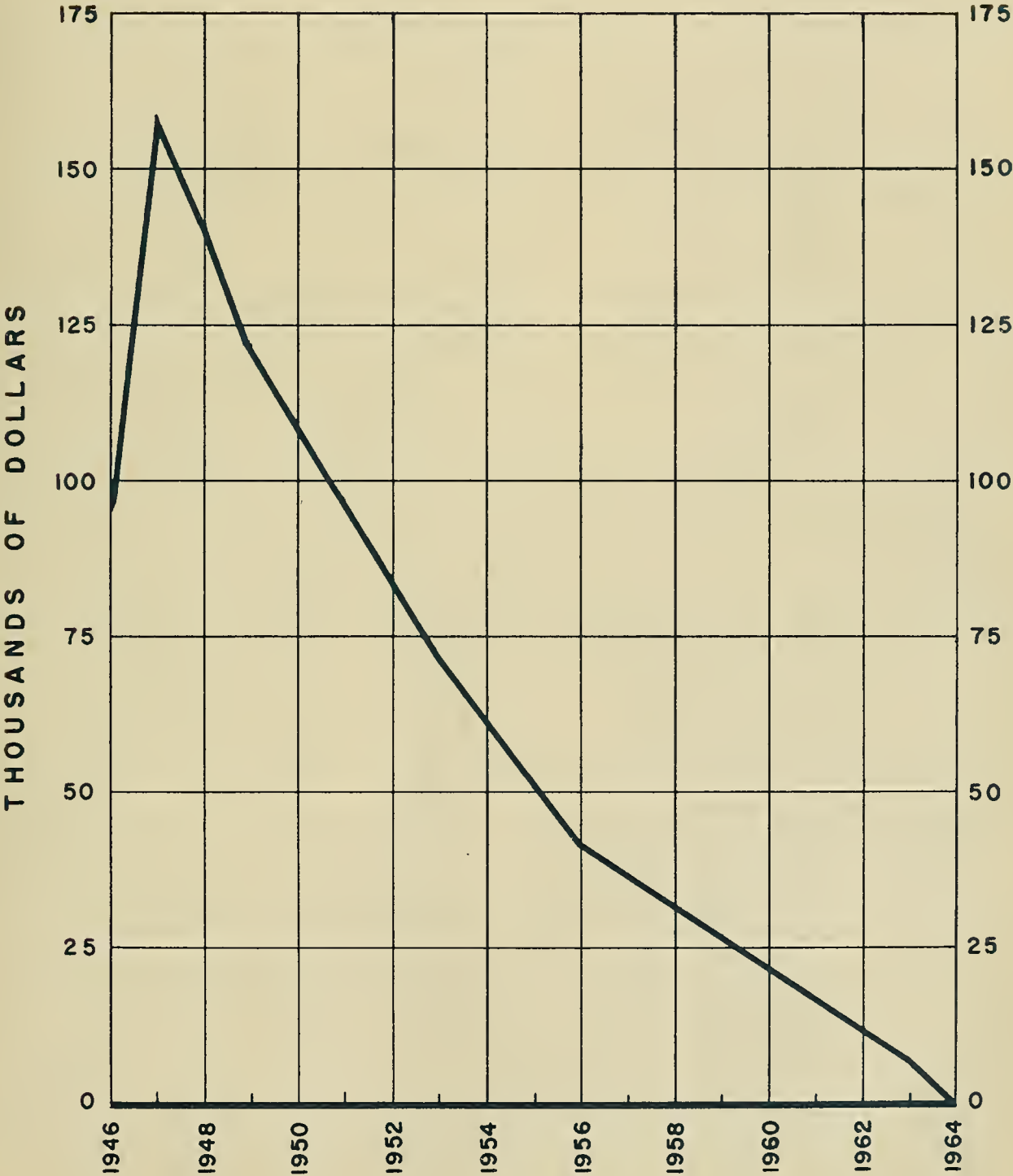
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BONDED DEBT
BLOOMSBURG, PENNSYLVANIA

(AS OF JANUARY 1, EACH YEAR)



ORGANIZATION AND ADMINISTRATION

In reviewing the various aspects of community needs, the function of Town administration cannot be ignored. Just as the Town's financial condition determines the limits of improvements which can be made, so its organization determines the manner in which policies and procedures are carried out. In contemplation of an extensive community planning program, it becomes necessary to adjust the Town's administrative structure so as to implement the realization of that program.

EXISTING ORGANIZATION

The existing Town administrative organization is very simple. The Town Council and the School Board are the two official bodies selected by the electorate, the latter being concerned with administration of education programs, while the council is concerned with community problems of a broader nature. The Town Council performs executive and legislative functions, determining policy and administering the resultant procedures. It has two chief aids in performance of these tasks; a staff agency, made up of the tax collector, auditors, assessors and constables; and five operating agencies, utilized in administration of programs concerning health, public works, police protection, etc.

DEFICIENCIES

There are several outstanding deficiencies in the present organizational set-up - deficiencies caused by the historical background of the old unchanged form of Town Government.

LACK OF FULL TIME ADMINISTRATOR

There is a need of vertical integration, or drawing together of the various governmental activities under a full-time operating head. At present, there is no full-time employee concerned with coordination and management of all the Town's official activities. As a result, the council is obliged to assume a management function on a part-time basis and spends a large portion of its monthly meetings in discussion of purely administrative and technical details. This results not only in inadequate management - but the council loses its primary function, that of formulating policy.

LACK OF COMMUNITY PLANNING ORGANIZATION

There exists no broadly representative citizens organization which can maintain liaison between the Town officials and the electorate. The electorate naturally exercises voting control over council. However, citizens' viewpoints on policy can be represented only through individuals and special groups or organizations. As a result, the majority of the citizenry is not closely informed on Town policy and has no medium of expression.

OTHER ADMINISTRATIVE NEEDS

The above cited deficiencies concern organization per se, and can be remedied with a minimum of readjustment. In addition, certain other aids will be required in administration of the contemplated planning and zoning procedures. Into this category will fall the municipal authorities, zoning board of appeals, building commission, etc.

R E C O M M E N D A T I O N S

TOWN PLANNING COMMISSION

The Town Planning Commission authorized by local ordinance has not yet been appointed. Potential candidates have been serving as a steering committee and have had an excellent opportunity to work with the Planning Consultants as the Town plan was being made. It will be its job to analyze the proposals made herein, recommending approval or disapproval to council. It will then have to establish procedures and regulations necessary for development of these proposals. In addition, members of the Planning Commission will be faced with the problem of meeting with proponents of various plans, etc. On the whole it will assume a permanent advisory role to council in establishment of public policy and to the school board in formulation of school improvement programs.

PLANNING ENGINEER

It is recommended that a full-time Planning Engineer be hired by the Planning Commission with the approval of Town Council. This Planning Engineer will serve as technical advisor to the Commission, make the necessary investigations and analyses and report to the Commission for policy determination. In addition, Town Council should utilize the Planning Engineer as its full-time administrator to co-ordinate and execute the policies established by Council. The Planning Engineer will be in direct contact with the operating agencies on a day-to-day basis and will be able to make administrative decisions as questions arise. He will be in a position to supervise financial procedures, eliminating wasteful practices and unnecessary expenditures, resulting in greater value received per Town dollar expended. He will relieve Council of its present administrative burdens and prove an excellent advisory aid to the official Planning Commission on planning problems and their administration.

CITIZENS' PLANNING ASSOCIATION

The Citizens' Planning Association can be an excellent means of encouraging citizen participation in planning on a broad and comprehensive scale. Functioning properly, it will act as an intermediary between its membership and the official Planning Commission. Acting in this capacity it will bring citizens' attitudes and proposals to the attention of Town officials, as well as explain the importance and meaning of official proposals to the members. Such an organization might well provide a quarterly publication for its membership, discussing various planning proposals and stimulating planning consciousness in general.

In order to secure the broadest possible representation, this Citizens' Association can be organized on an individual as well as organizational membership basis. This will involve individual membership at a nominal fee, and organization membership at an appropriate fee. A Board of Directors could be elected part by vote of the general membership and part by vote of the various organizations.

The Board of Directors can carry out the memberships decisions and perform the necessary administration required. The Board could very easily be broken down into committees on various subjects and thereby efficiently handle all matters relating to its function.

ADMINISTRATION OF ZONING ORDINANCE

The Building Inspector

At the present time a building permit is required for all construction within the Town limits although there is no Building Code. It is recommended that a Building Code be adopted to protect the safety and welfare of the people.

The Zoning Ordinance would be administered and enforced by the Building Inspector. Proper administration requires that definite penalties be established that would deter non-compliance with the requirements of building permits for all construction. The applicant for a permit must be required to submit plans and necessary detailed information to determine whether or not the proposed structure conforms to zoning and building code requirements.

Zoning Board of Appeals

A review board will be necessitated with the institution of zoning in the Town. A Board of Appeals is an administrative body with quasi-judicial powers whose function is to apply the zoning ordinance and map, as adopted by the legislative body of the Town, in special and exceptional cases. In performing this function, the Board is given authority to grant exceptions and variances from the strict letter of the Zoning Ordinance, but all such exceptions and variances must be consistent with the zoning plan regulations as mapped and prescribed by the zoning ordinance, and in harmony with its general purpose and intent.

MUNICIPAL AUTHORITY

The term "Municipal Authority" has been mentioned in reference to off-street parking facilities and a sewage disposal system. Under State laws, Town Council may establish an "Authority" as a special corporation to acquire, construct and operate facilities devoted wholly or partially to public and revenue producing purposes.

An "Authority" is governed by a board of five members appointed by Town Council for a period of five years - (staggered terms). The "Authority"

cannot pledge the credit of the Town in any way nor may it have recourse to taxes or special assessments. It must depend solely on its revenue-producing projects to meet its obligations.

The "Authority" has the power of eminent domain, may issue bonds, establish and manage revenue producing facilities. The business of the "Authority" must be self-liquidating and the life of the corporation is limited to 50 years, at which time the property or projects shall revert to the Town. Such property may be conveyed to the Town at an earlier date but only after all bonds issued for the project have been discharged.

The following is a partial list of the facilities an "Authority" may acquire, construct or maintain:

<i>Parking Space</i>	<i>Water Supply System</i>
<i>Shopping</i>	<i>Airports</i>
<i>Marketing</i>	<i>Recreation grounds and</i>
<i>Terminals</i>	<i>facilities</i>
<i>Transportation</i>	<i>Swimming pools</i>
<i>Sewers</i>	<i>Playgrounds</i>
<i>Sewage Treatment Works</i>	<i>Parks</i>
<i>Incinerators</i>	<i>Schools</i>

Z O N I N G

Zoning is the legal control for giving effect to that part of the comprehensive Town Plan that is concerned with the private use of privately owned land - as distinguished from that part that is concerned with public uses and facilities. Zoning regulates the use of land and buildings as well as the character of buildings for the general welfare of the community.

Zoning is not to be construed as an end in itself, but only a means to the end of furthering and bringing about the desirable development of the community in an orderly and beneficial manner. Used properly, zoning will lessen congestion in the streets, secure safety from fire, panic, and other dangers, promote health and general welfare, provide light and air, avoid undue concentration of population, facilitate the adequate provision of municipal services, schools, parks, and other public requirements.

Zoning divides the Town into various districts and establishes requirements for each district covering the following subjects:

1. *Use of land and buildings*
2. *Amount and location of open space surrounding new buildings to be constructed.*
3. *Height of buildings*
4. *Off-street parking facilities*
5. *Density of population*

Zoning prescribes, within limitations, the desirable and appropriate use and the manner of utilization for various areas or districts of the Town. In the preparation of a zoning ordinance and map, the following conditions are recognized: existing conditions, peculiarities of location and topography, the needs of the community, the rights of the property owner both as an individual and as a group, expected growth and expansion, the requirements of the various types of uses for facilities and services as well as their availability, the protection and welfare of the individual and the community. The end result of all these considerations is the zoning ordinance, which limits the use of an individual's property but, more so, protects him and his property from the effects of improper uses of his neighbor's property.

T O W N Z O N I N G P L A N

Based upon the Ultimate Land Use Plan, a Zoning Ordinance and Map have been prepared and are included as a separate section of this report. This zoning plan divides Bloomsburg into six types of districts varying in degrees of regulation. The least degree of restriction is imposed upon those areas suitable for industrial development and the highest degree of control on agricultural districts on the fringes of the developing area of Town. These six types of districts consist of one Agricultural District, three Residential, a Commercial and an Industrial District.

ZONING MAP TOWN OF BLOOMSBURG

COLUMBIA COUNTY • PENNSYLVANIA

BLOOMSBURG TOWN PLANNING COMMISSION







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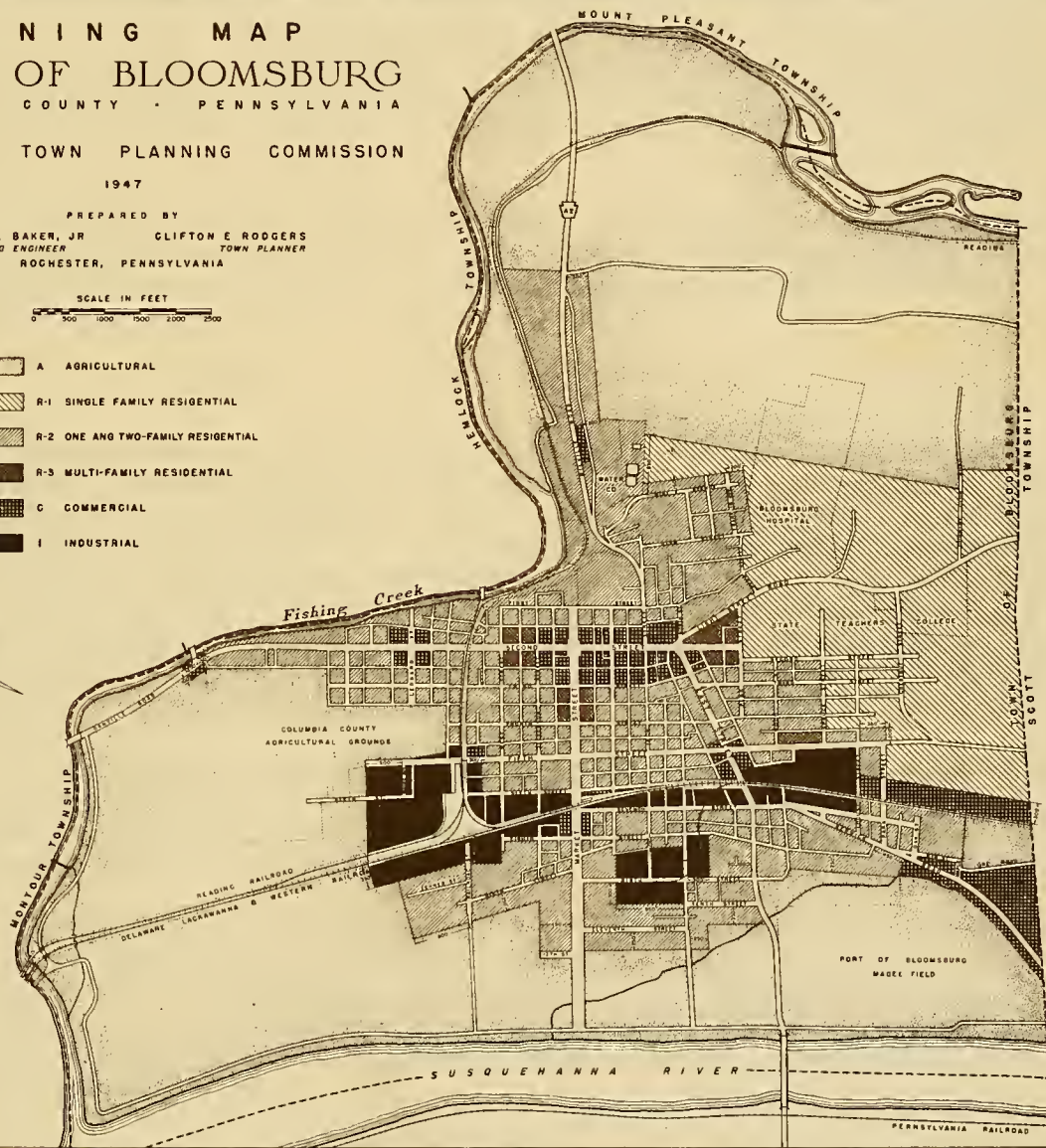
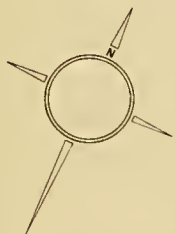
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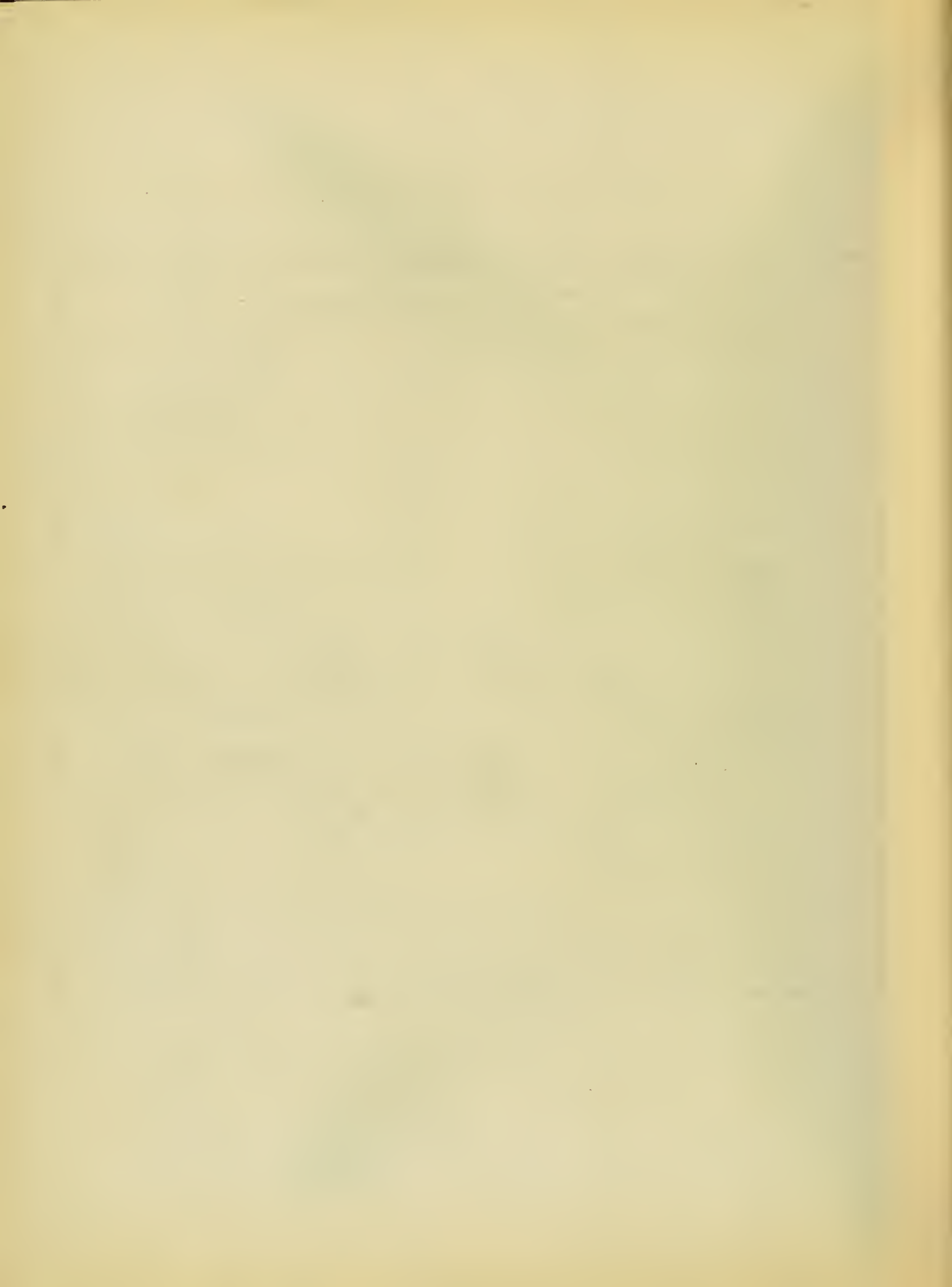
MICHAEL BAKER, JR. CLIFTON E. RODGERS
CONSULTING ENGINEER TOWN PLANNER
ROCHESTER, PENNSYLVANIA

SCALE IN FEET

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-  A AGRICULTURAL
-  R-1 SINGLE FAMILY RESIDENTIAL
-  R-2 ONE AND TWO-FAMILY RESIDENTIAL
-  R-3 MULTI-FAMILY RESIDENTIAL
-  C COMMERCIAL
-  I INDUSTRIAL





U L T I M A T E L A N D U S E A N D Z O N I N G

The Zoning Plan and the Ultimate Land Use Plan differ to some extent in that the latter anticipates changes further into the future than does the zoning plan. As mentioned before zoning is one of several tools to effectuate the Land Use Plan.

The several blocks east of the County jail illustrate this difference. Surrounded by the jail, railroad on two sides and industry on the other two, it is natural for this area to become industrial. It contains residences in fair condition. But ultimately the County jail site will be abandoned and a large tract of land will be available to an industry. This might be an incentive for clearing the then old residential area for an industrial site.

On the other hand, if this area were to be zoned industrial now, the infiltration of small industries would lead to rapid degeneration of the residential area in advance of a sound demand for all this area for industry.

S U B D I V I S I O N C O N T R O L

Although not a part of the zoning powers, the regulation of new subdivisions is equally important and should be applied in conjunction with the Zoning Plan and Ordinance. Subdivision control regulates the layout of new residential areas so as to conform with the overall Town Development Plan. It insures that new street layouts conform to the general Town street plan and that such streets are not planned with utter disregard for natural topographic features of the land. Effective subdivision regulation also requires adequate width of streets, adequate drainage, and adequate provision of parking areas so as to avoid future problems.

In requiring minimum sized building lots this control insures that future developments do not repeat the mistakes of the past. Utilized effectively the process can prove to be profitable to the land developer, the home owner and the Town government.

The Town, as controlling authority, does not hold any positive control in regulation of subdivisions. The basic device to be used is in encouragement of developments which adhere to established standards. Failing this, withholding the privilege of public record of a plot can be accomplished by refusing to approve a plan which does not conform to adopted standards.

B U I L D I N G C O D E

Again not a part of the Zoning Ordinance, but equally important as a supplement to zoning is enforcement of a Building Code. While the Zoning Ordinance prescribes the general use, height, area and set-back lines of buildings, the building code establishes detailed requirements concerning the construction of buildings, materials to be used, location of stairways, exits, etc.

PROGRAM FOR ACTION

The foregoing analyses have resulted in a number of proposals for the Town of Bloomsburg, the sum total of which constitutes the Town Development Plan - a guide to future improvement.

It is obvious that all the various proposals cannot be accomplished at once. The timing of projects in this respect will depend upon the cost estimates included in each section, upon the Town's fiscal capacity as set forth in the section on "Finance", and upon the entire community's financial resources. Neither can any one individual, group or agency be held responsible for completion of all projects. Success in achievement of all the planning goals set forth will hinge largely upon the effectiveness of Town and community organization, as discussed in the section on "Organization and Administration".

Given a basic financial program and an adequate framework of organization, establishment of the project program remains largely a matter of delegating responsibility for accomplishment of the various proposals to different community agencies - establishing priorities according to community need when financial limitations dictate, or when one agency is held responsible for more than one project. Thus, once under way, work on all parts of the Development Plan can be in progress at once, and continuation will become largely a matter of coordination of efforts.

The following recommended Program for Action summarizes all the previous proposals requiring community action and recommends definite delegation of responsibility for accomplishment to the various community agencies. Cost estimates and recommended means of financing are indicated, and priority ratings are recommended where necessary, projects under one heading being listed in order of priority. Due to the methods of finance recommended, it is not expected that debt limitations will deter accomplishment of any of the projects appreciably. In the case of the recreation program to be financed by the Town there are some debt limit problems to be considered, which may require delay in certain aspects of the proposals. It is expected that negotiations with the Fair Association will absorb an interim period of time anyhow. In the case of the Community Center, the date for starting work will depend upon the degree of success in a community drive for the required funds.

THE HISTORY OF THE

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FROM THE FIRST SETTLEMENTS TO THE PRESENT TIME

BY JAMES O. HARRIS, LL.D.,
OF THE UNIVERSITY OF CHICAGO

VOLUME I
FROM THE FIRST SETTLEMENTS TO THE
DECLARATION OF INDEPENDENCE

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PROGRAM FOR ACTION

BLOOMSBURG TOWN PLAN

ORGANIZATION	RESPONSIBILITY	ESTIMATED COST	PROCEDURE	REMARKS
TOWN COUNCIL	TOWN FINANCES			
	1. Eliminate Temporary borrowing		Adopt and adhere to yearly operating budget. Apply portion of revenue regularly to retirement of temporary notes outstanding.	
	2. Increase revenue		Impose new tax on "privileges, transactions, subjects" etc., under State Act 481, 1947. Re-value fees and permits for sewer connections, etc.	Potential income from proposed 10% admissions tax estimated at \$30,000 annually.
	3. Equalize assessments		Adjust Town property assessments to eliminate inequalities. Work for establishment of a County Equalization Board.	
	RECREATION PROGRAM WITH EXCEPTION OF COMMUNITY CENTER	\$200,000	To be loan-financed and amortized within 30 years through tax revenue. Equivalent millage of 2 mills or \$14,250 annually required for amortization. Maintenance, supervision. Matching funds of \$3,525 for supervision to be supplied by State with program under administration of local School Board.	Can be initiated in 1949 (\$120,000). Can be completed in 1952 (\$80,000).
	HIGHWAY PROGRAM (temporary truck by-pass)	\$65,000 to \$125,000 dependent upon type construction	To be loan-financed and amortized within 20 years through tax revenue, with estimated 50% aid from County or State. Annual income of \$3780 required for amortization of high cost estimate, with maintenance provided by State.	Can be undertaken immediately.

PROGRAM FOR ACTION

BLOOMSBURG TOWN PLAN

ORGANIZATION	RESPONSIBILITY	ESTIMATED COST	PROCEDURE	REMARKS
SCHOOL BOARD	ELEMENTARY SCHOOL PROGRAM	\$795,000	To be loan-financed and amortized through current revenue, with no increase in taxes.	Market Street School initiated 1952. Fourth Street School initiated 1960.
PLANNING COMMISSION	COORDINATION AND ADVISORY		Technical advisory role to Council and School Board on matters of policy in Town Planning. Coordination of various planning projects. Interpretation of plans to public through Citizens' Planning Association.	
PLANNING ENGINEER	ADVISORY AND ADMINISTRATIVE		Technical adviser to Planning Commission in planning matters. Day to day administration of Town policy.	
CITIZENS' PLANNING ASSOCIATION	COMMUNITY CENTER WAR MEMORIAL	\$325,000	To be financed through public subscription. Organization and administration of project to be effected through citizens' groups.	Citizens' Planning Association to act as information and education body on all projects.

**PROGRAM FOR ACTION
BLOOMSBURG TOWN PLAN**

ORGANIZATION	RESPONSIBILITY	ESTIMATED COST	PROCEDURE	REMARKS
MUNICIPAL AUTHORITY	OFF-STREET PARKING PROGRAM	Variable with acquisition cost	Acquisition of required property through condemnation and forcing sale at true value. Total cost to be loan-financed and amortized through installation of parking meters.	Economically feasible in 10-30 years dependent upon acquisition cost and weekly use of parking area. Conservative estimate indicates project can be a- mortized in 30 years with acqui- sition cost 7.6 times assessed valuation and each space used minimum of 18.6 hours per week.
	SEWAGE DISPOSAL AND SEWER SYSTEM	Unknown	Disposal system to be constructed in accordance with engineering plans already prepared. Existing sewer system to be leased from Town for the life of the Authority. Construction costs and improvements to be amortized in 30 years through sewer rental fees.	

